

THE NATIONAL ARCHIVES FEDERAL REGISTER OF THE UNITED STATES

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Washington, Wednesday, February 29, 1956

TITLE 3—THE PRESIDENT EXECUTIVE ORDER 10661

DELEGATING TO CERTAIN OFFICERS OF THE GOVERNMENT THE AUTHORITY VESTED IN THE PRESIDENT TO DESIGNATE PERSONS FROM FOREIGN COUNTRIES WHO MAY BE PERMITTED TO RECEIVE INSTRUCTION AT THE MILITARY, NAVAL, AIR FORCE, AND MERCHANT MARINE ACADEMIES

By virtue of the authority vested in me by section 301 of title 3 of the United States Code, and as President of the United States, it is ordered as follows:

SECTION 1. The Secretary of Defense, and, when designated by the Secretary of Defense for such purpose, the Secretary of the Army are hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the authority vested in the President by the first section of the act of June 26, 1946, ch. 493, 60 Stat. 311, as amended (10 U. S. C. 1093c), to designate persons from the American Republics (other than the United States) and Canada who may be permitted to receive instruction at the United States Military Academy at West Point, New York.

SEC. 2. The Secretary of Defense, and, when designated by the Secretary of Defense for such purpose, the Secretary of the Navy are hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the following-described authority to designate persons who may be permitted to receive instruction at the United States Naval Academy at Annapolis, Maryland:

(a) The authority vested in the President by the act of July 14, 1941, ch. 292, 55 Stat. 589, as amended (34 U. S. C. 1036-1), with respect to persons from the American Republics (other than the United States) and Canada.

(b) The authority vested in the President by the act of June 24, 1948, ch. 616, 62 Stat. 583 (34 U. S. C. 1036-2), with respect to Filipinos.

SEC. 3. The Secretary of Defense, and, when designated by the Secretary of Defense for such purpose, the Secretary of the Air Force are hereby designated and empowered to exercise, without the ap-

proval, ratification, or other action of the President, the authority vested in the President by the first section of the said act of June 26, 1926, as made applicable to the United States Air Force Academy by section 5 of the act of April 1, 1954, ch. 127, 68 Stat. 48 (10 U. S. C. 1854), to designate persons from the American Republics (other than the United States) and Canada who may be permitted to receive instruction at the United States Air Force Academy.

SEC. 4. The Secretary of Commerce is hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the authority vested in the President by the act of August 9, 1946, ch. 928, 60 Stat. 961 (46 U. S. C. 1126b), to designate persons from the American Republics (other than the United States) who may be permitted to receive instruction in the United States Merchant Marine Cadet Corps and at the United States Merchant Marine Academy at Kings Point, New York.

SEC. 5. No person shall be designated under the authority of this order to receive instruction except after consultation by the designating officer with the Secretary of State.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
February 27, 1956.

[F. R. Doc. 56-1578; Filed, Feb. 27, 1956;
5:11 p. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

DEPARTMENT OF STATE

Effective upon publication in the FEDERAL REGISTER, paragraphs (a) (6), (o) (1) and (5) of § 6.302 are revoked, the headnotes of paragraphs (o) and (p) are amended, and paragraphs (a) (10), (o) (2), (3), (7), and (8), (p) (1), (2), (3), and (4) are amended as set out below.

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CFR SUPPLEMENTS

(As of January 1, 1956)

The following Supplements are now available:

Title 3, 1955 Supp. (\$2.00)
Title 8 (\$0.50)
Title 18 (\$0.50)
Title 32: Parts 700 to 799 (\$0.35)
Title 49: Parts 1 to 70 (\$0.60)
Parts 91 to 164 (\$0.50)
Part 165 to end (\$0.65)

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§ 6.302 Department of State—(a)
Office of the Secretary. * * *

(10) One Special Assistant and One Confidential Assistant to the Deputy Under Secretary.

* * * * *

(o) Office of the Assistant Secretary for Policy Planning. * * *

(2) Deputy Assistant Secretary for Policy Planning.

(3) Special Assistant to the Assistant Secretary for Policy Planning.

* * * * *

(7) One Private Secretary to the Assistant Secretary for Policy Planning.

(8) One Private Secretary to the Deputy Assistant Secretary for Policy Planning.

* * * * *

(p) Office of the Assistant Secretary—Controller. (1) One Private Secretary to the Assistant Secretary—Controller.

(2) Deputy Assistant Secretary for Personnel.

(3) One Private Secretary to the Deputy Assistant Secretary for Personnel.

(4) One Confidential Assistant to the Assistant Secretary—Controller.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633; E. O. 10440, 18 F. R. 1823, 3 CFR, 1953 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,
WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-1537; Filed, Feb. 28, 1956; 8:51 a. m.]

TITLE 14—CIVIL AVIATION**Chapter I—Civil Aeronautics Board**

[Reg. No. SR-416]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES**PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE CONTINENTAL LIMITS OF THE UNITED STATES****PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES****PART 43—GENERAL OPERATION RULES****PART 60—AIR TRAFFIC RULES****SPECIAL CIVIL AIR REGULATION; VOLUNTARY PILOT REPORT OF NEAR MID-AIR ("NEAR-MISS") COLLISION**

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 23d day of February 1956.

The increasing frequency of near mid-air collisions has accentuated the need for a program whereby participants in these incidents would be encouraged to furnish the Board all material details of the incident.

The seriousness of the near mid-air collision problem is increasing, and although several industry organizations have independently established programs for the anonymous reporting of these incidents, it has been asserted that all pilots have not participated in them due, no doubt, to the fear of possible government enforcement or other disciplinary action. To require, by regulation, that pilots give the facts surrounding their near mid-air collision experiences would be futile since in many cases one or the other of the pilots concerned is in violation of the Civil Air Regulations and obviously would not report such incidents. However, in the interest of reducing the potential of air collision, it is essential that valid data be obtained on the circumstances surrounding such occurrences. It is believed, therefore, that only through the positive and official assurance which the Civil Aeronautics Board can give under its statutory mandate " * * * to promote safety in flight in air commerce by prescribing * * * reasonable rules and regulations * * *" and by " * * * ascertaining what will best tend to reduce or eliminate the possibility of, or recurrence of, accidents * * *" that a successful program of voluntary pilot reports on near mid-air collisions can be undertaken.

Accordingly, to encourage such airmen to give this essential information, the Board has established a program whereby pilots of any aircraft, or other interested persons, can voluntarily report incidents during flight where near mid-air collisions ("near-misses") between aircraft occur without fear of disciplinary action even if violation of the Civil Air Regulations is disclosed by such voluntary report. The Board, in inducing pilots to make voluntary reports of near collisions (either anonymously or not, in their discretion) assures them

that the identity of the pilot making the report to the Board, if known, will be held in strict confidence by the Board, and that the report will not be used to initiate, aid, or abet any enforcement, remedial, or disciplinary proceeding under the Civil Air Regulations. It should be understood, however, that the fact that a pilot, or other interested person, submits a voluntary report of a near mid-air collision incident to the Board does not prevent enforcement, remedial, and/or other appropriate disciplinary proceedings that may be initiated on the basis of information obtained from other sources.

The regulation set forth hereinafter assures pilots that disciplinary action will not be taken as a result of information received from a voluntary report, and it is anticipated that it will encourage pilots to submit the desired reports. However, it is not believed that this action alone will secure the results desired. It is essential to the success of the program that the attention of all pilots be attracted to it and that an easy means of reporting be made available to them. Hence, to publicize the program, releases will be issued to the press and trade magazines, and notice will be published in the CAA publication "Notice to Airmen." Also, a "check" type, self-addressed, no-stamp-required, questionnaire providing a quick and easy method of reporting the circumstances of the incident will be given wide distribution for the pilots' use.

Interested persons have been afforded an opportunity to participate in the making of this Special Civil Air Regulation (20 F. R. 9427), and due consideration has been given to all relevant matter presented. Since this regulation relieves restriction and does not burden the public, it may be made effective on less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective February 23, 1956:

Contrary provisions of the Civil Air Regulations notwithstanding, information from a report voluntarily submitted to the Civil Aeronautics Board by any pilot of any aircraft, or by any other person, giving the facts, conditions, and circumstances surrounding any near mid-air collision of aircraft, wherever it might occur, shall not be used to initiate, aid, or abet any enforcement, remedial, or disciplinary proceeding under the Civil Air Regulations promulgated by the Board pursuant to the Civil Aeronautics Act of 1938, as amended. The identity of the pilot or person making such report, if known, and any information which might be used to establish such identity, shall be held in strict confidence by the Civil Aeronautics Board, and the information derived therefrom shall be used by the Board in the development of corrective safety measures only, notwithstanding that a violation of the Civil Air Regulations is disclosed by such report: *Provided*, That where information of such violation of a Civil Air Regulation is obtained by other means, the fact that the violation was voluntarily reported will not preclude enforcement, remedial, or other disciplinary proceedings that are initiated on the basis of such other information.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 702, 52 Stat. 1007, 1013; 49 U. S. C. 551, 582)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-1539; Filed, Feb. 28, 1956; 8:51 a. m.]

TITLE 21—FOOD AND DRUGS**Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare****Subchapter E—Regulations Under Specific Acts of Congress Other Than the Food, Drug, and Cosmetic Act****PART 281—ENFORCEMENT OF THE TEA IMPORTATION ACT****TEA STANDARDS**

Pursuant to the authority of the Tea Importation Act (secs. 2, 10, 29 Stat. 607, 41 Stat. 712, 57 Stat. 500; 21 U. S. C. 42, 50), the regulations for the enforcement of this act (21 CFR 281; 20 F. R. 9807) are amended by changing § 281.19 (a) to read as follows:

§ 281.19 *Tea standards.* (a) Samples for standards of the following teas, prepared, identified, and submitted by the Board of Tea Experts on February 16, 1956, are hereby fixed and established as the standards of purity, quality, and fitness for consumption under the Tea Importation Act for the year beginning May 1, 1956, and ending April 30, 1957:

- (1) Formosa Oolong.
- (2) Java Black (for all black tea except Formosa and Japan Black and Congou type).
- (3) Formosa Black (Formosa Black and Congou type).
- (4) Japan Black.
- (5) Japan Green.
- (6) Scented Canton type.
- (7) Canton Oolong type.

These standards apply to tea shipped from abroad on or after May 1, 1956. Tea shipped prior to May 1, 1956, will be governed by the standards which became effective May 1, 1955 (20 F. R. 1344).

Notice and public procedure are not necessary prerequisites to the promulgation of this order, and I so find, since the amendment is based upon the recommendation of the Board of Tea Experts, which is comprised of experts in teas drawn from the Food and Drug Administration and the tea trade, so as to be representative of the tea trade as a whole.

(Sec. 10, 29 Stat. 607, as amended; 21 U. S. C. 50. Interprets or applies sec. 2, 29 Stat. 605, as amended; 21 U. S. C. 42)

Dated: February 21, 1956.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 56-1516; Filed, Feb. 28, 1956; 8:46 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter V—Department of the Army

Subchapter C—Military Education

PART 543—PROMOTION OF RIFLE PRACTICE

MISCELLANEOUS AMENDMENTS

1. In § 543.1, revise paragraph (b) and amend paragraph (f) by revising subparagraphs (1) and (3) and adding subparagraphs (4) and (5), as follows:

§ 543.1 *Issues of rifles, ammunition, etc., to schools.* * * *

(b) *General.* Under authority of acts of Congress of April 27, 1914, and of August 29, 1916, and under the regulations in § 543.1 to 543.3, issues of rifles, appendages, accessories, ammunition, and other pertinent equipment will be issued to schools not authorized such issues under other existing laws such as section 40 or section 55c, National Defense Act, as amended. To draw this equipment a school must maintain during the active school year a uniformed Corps of Cadets at least 40 in number, above the age of 14 years, who receive military instruction and who must engage in target practice. Only articles listed in the regulations in this section and §§ 543.2 and 543.3 will be issued. Arms will be issued only for the use of cadets who are receiving adequate military training determined as

the result of an inspection made under direction of the adjutant general of the State, Territory, or the District of Columbia, and who will engage in target practice in accordance with the regulations prescribed by the National Board for the Promotion of Rifle Practice. Cadets who are 14 years of age or over may fire the Director of Civilian Marksmanship smallbore rifle course and/or the Army Qualification Course E, as well as the Army Qualification Courses, A, B, C, or D, or the Army Caliber .22 Pistol Course and will receive appropriate certificates of qualification or badges (§ 578.61 of this chapter) when the qualifications are submitted to the Director of Civilian Marksmanship (as indicated in paragraph (h) (2) and (5) of this section). The certificates of qualification available for issue are as follows: DA Form 1282 (Certificate of Qualification for Rifle, Civilian Rifle Clubs and Institutions), DA Form 1282-1 (Certificate of Qualification for Smallbore Rifle, Civilian Rifle Clubs and Institutions), DA Form 1282-2 (Certificate of Qualification for Pistol, Civilian Rifle Clubs and Institutions).

(f) *Ammunition and supplies—(1) Annual issues.* To each school, so far as funds made available annually to the National Board for the Promotion of Rifle Practice will permit, not more than the following:

Articles	Remarks. See paragraph (b) of this section.
Cartridge, ball, cal. .30-----	To be issued to nearest full case on basis of 143 rounds per cadet above 14 years of age firing.
Cartridge, ball, cal. .22 long rifle-----	To be issued to nearest full case on basis of 143 rounds per cadet above 12 years of age firing.
Cloth, target, 72 inches wide-----	15 yards per school.
Disk, target, spotter, 3-inch-----	20 per school.
Disk, target, spotter, 5-inch-----	10 per school.
Spindles, target, spotter-----	30 per school.
Pasters, target, buff and black-----	20,000 per school.
Targets, paper, outdoor-----	As authorized by the Director of Civilian marksmanship on basis of course of fire.
Centers, repair, target-----	
Targets, gallery, 50 foot-----	1,000 per school.
Cleaner, rifle bore, 1 quart can-----	2 quarts per 20 rifles, cal. .30.
Compound, rust preventive, light-----	10 pounds per school.
Oil, lubricating, preservative, special-----	1 quart per 20 rifles.
Patches, cut, cotton flannel-----	100 patches per rifle.

(3) *Sales.* When ammunition and other expendable supplies listed in subparagraph (1) of this paragraph required for maintenance of equipment listed in paragraph (c) of this section, or for the conduct of required small arms marksmanship training as indicated in paragraph (b) of this section, are not available for free issue to educational institutions enrolled with the Director of Civilian Marksmanship, said items may be purchased from the Army Ordnance Corps. Letter requests for purchase of such items will be forwarded by the State adjutant general, president or principal of the school, properly certified that "the requested material is required for the maintenance of issued arms or conduct of small arms marksmanship training pursuant to AR 920-20." Price lists giving procedure for making such sales, are available from the National Rifle Association or Director of Civilian Marksmanship.

(4) *Reports of defective ammunition.*

(i) All small arms ammunition malfunction complaints and/or requests for ammunition replacement for reasons of unserviceability must be forwarded by letter to the Commanding General, Ordnance Ammunition Command, Joliet, Illinois, ATTN: NSCMP/A, with information copy to Chief of Ordnance, Washington 25, D. C., ATTN: ORDA, within 30 days after receipt of the ammunition in order to qualify for "replacement without cost" consideration. Such reports will give the complete nomenclature of the ammunition, the lot number, the date received, the shipper, the quantity on hand for which replacement is desired, and the reasons for requesting replacement. The Commanding General, Ordnance Ammunition Command, will take action to have each such report investigated and where ammunition is found to be defective will take action to replace on a round for round basis all defective ammunition at no cost

to the organization. Should investigation of the complaint require that samples of the ammunition be examined or test fired under Ordnance cognizance, such samples will be furnished by the organization upon request and will not be replaced in kind unless the ammunition is found to be defective.

(ii) Requests for replacement of ammunition which has been in the hands of the organization longer than 30 days or requests for replacement made solely on the basis of personal preferences will be rejected.

(5) *Disposition of unserviceable ammunition.* Organizations which have unserviceable ammunition on hand, and which have no disposal facilities, may return it to the depot from which it was supplied for disposition. Concurrently with the return a written request will be made to the commanding officer of the installation relinquishing all claim to the ammunition and requesting that it be accepted for disposition.

2. In § 543.2, revise paragraphs (b), (c) (1) and (2) (ii); revise opening portion of paragraph (c) (3); revise paragraph (c) (3) (ii) and (5); revise paragraph (e) (2); and add paragraph (e) (6) and (7), as follows:

§ 543.2 *Issues of rifles, ammunition, etc., to civilian shooting clubs.* * * *

(b) *Conditions governing Government assistance to clubs.* Shooting clubs which are accredited by the National Rifle Association of America (NRA) are eligible to receive Government assistance through the office of the Director of Civilian Marksmanship (DCM), Department of the Army, which is the implementing agency for the National Board for the Promotion of Rifle Practice, by completing DA Form 1271 (Application for Enrollment of a Civilian Rifle Club) and DA Form 1274 (Description of Available Range Facilities for Civilian Rifle Club). Government assistance will be provided NRA clubs through the Director of Civilian Marksmanship in accordance with the following regulations:

(1) An NRA senior club must maintain a membership of at least 10 physically fit citizens of the United States who are 17 years of age or older and who are not eligible to participate in marksmanship practice with military type arms under other programs which are administered by the Armed Forces or assisted by the Government. Enrollment forms (DA Forms 1271, 1272, 1273, and 1274) will be furnished upon request from the Director of Civilian Marksmanship, Department of the Army, Washington 25, D. C. All members of the Armed Forces of the United States, including members of the reserve components and Reserve Officers' Training Corps, are considered eligible for such participation through their service connection. Such persons may become club members, but they may not be counted as club members so far as reports to the Director of Civilian Marksmanship are concerned.

(i) A junior division of a senior club, to be enrolled as a DCM club, must have at least 10 physically fit youths who are

at least 12 through 16 years of age. The senior club will be responsible for the conduct of training of the members of the junior division which it sponsors, and will be accountable for all property issued, such property to be secured by the existing parent club's bond.

(ii) Senior clubs (NRA College Clubs) organized at educational institutions having an ROTC unit may be enrolled with the DCM. Such clubs will not be authorized material aid under the provisions of this part without first seeking possible assistance from the ROTC representatives at the school. The DCM then will arrange to supplement to the extent required, and within the available means, the wherewithal needed for the club to carry on successfully the prescribed target practice. In order to exclude the possibility of ROTC students being afforded duplicate opportunities to attain qualification in small arms marksmanship, such students may become members of DCM-enrolled clubs, but they will be permitted to participate only in the small arms qualification firing afforded individuals enrolled in the ROTC program.

(2) An NRA junior club, to receive Government assistance through the DCM, must maintain a membership including not less than 10 physically fit youths who are 12 through 18 years of age, who are citizens of the United States and are organized and functioning under the direct supervision of an NRA-approved adult leader. See also paragraph (e) of this section.

(3) All clubs enrolled with the Director of Civilian Marksmanship, Department of the Army, will carry on small-arms marksmanship training in accordance with regulations prescribed by the National Board for the Promotion of Rifle Practice and make annual reports (paragraph (f) of this section) of such training to the Director of Civilian Marksmanship. National Rifle Association accredited clubs not desiring the loan of arms as authorized by this part may also enroll with the Director of Civilian Marksmanship. However, all clubs enrolled with the Director of Civilian Marksmanship, whether they receive Government assistance or not, will agree that the maximum number of eligible members possible (exclusive of those associated with the Armed Forces of the United States) will fire for qualification, annually, one of the courses currently prescribed for record firing by members of the Active Army or as required by the Director of Civilian Marksmanship and that a DA Form 1277 (Annual Report of Membership and Firing of Civilian Rifle Club) will be executed and submitted annually to the Director of Civilian Marksmanship in accordance with instructions contained in paragraph (f) of this section. Qualification scores, when reported to the Director of Civilian Marksmanship, will be recorded and appropriate qualification badges or certificate of qualification (DA Form 1282 (Certificate of Qualification for Rifle, Civilian Rifle Clubs and Institutions), DA Form 1282-1 (Certificate of Qualification for Small Bore Rifle, Civilian Clubs and In-

stitutions), or DA Form 1282-2 (Certificate of Qualification for Pistol, Civilian Rifle Clubs and Institutions)) will be issued. If the Annual Report of Firing indicates that a DCM club is making insufficient effort to qualify its membership, the DCM may remove such a club from DCM enrollment.

(4) Qualification courses authorized:

(i) Members of each club enrolled with the Director of Civilian Marksmanship may fire for qualification purposes, either one of the currently prescribed Army qualification courses, or the National Match courses of fire and/or the Director of Civilian Marksmanship smallbore rifle courses as indicated below:

(a) *Senior and college clubs.* Members of any age above 17 years may fire the Army caliber .22 rifle course E, the caliber .30 rifle course A, B, C, or D, or the caliber .22 or .45 pistol. See also subparagraphs (5), (6) and (7) of this paragraph.

(b) *Junior divisions of senior clubs—*
(1) *Ages 12 through 13.* Director of Civilian Marksmanship smallbore rifle courses.

(2) *Ages 14 through 16.* Director of Civilian Marksmanship smallbore four-position rifle course and/or the Army caliber .22 rifle course E, as well as the Army Qualification courses A, B, C, and D with the caliber .30 rifle or the caliber .22 pistol. See also subparagraphs (5), (6) and (7) of this paragraph.

(c) *Junior clubs—*(1) *Ages 12 through 13.* Director of Civilian Marksmanship smallbore rifle courses.

(2) *Ages 14 through 18.* Director of Civilian Marksmanship smallbore four-position rifle course, the Army caliber .22 rifle course E, or the caliber .22 pistol course.

(ii) Record practice firing of a club will be conducted in accordance with the procedures governing record practice as currently prescribed in Army Field Manual 23-5 and/or for the "DCM Junior Smallbore Rifle Course" as prescribed by the Director of Civilian Marksmanship, Department of the Army. Any caliber .30 military rifle (see National Rifle Association rule 3.2) or caliber .22 rifle as defined under National Rifle Association rule 3.1 may be used. Only metallic sights may be used. The aperture front sight may not be used unless a blade insert is installed.

(iii) Within the Army, transition firing is required to confirm scores made in firing at the known distance ranges prescribed for courses A, B, and C as well as in firing the standard course. The selected known distance course A, B, C, or D will be considered complete in itself for firing by civilians.

(iv) The president of a senior civilian club will designate which courses of fire will be fired for record by the members of that club including those to be fired by members of any junior division sponsored by the club. The course or courses so designated may be fired as many times during the target season as the club president directs, but only the highest complete aggregate score of each individual with each arm will be reported (para-

graph (f) of this section). See also subparagraphs (5) and (6) of this paragraph.

(v) Annual allowances of ammunition will not be increased on account of any club firing record courses more than once. Except when participating in competitions in which credits toward distinguished designation may be achieved, no restrictions will be placed upon the type of ammunition which will be used by civilians when firing the various Army rifle and pistol marksmanship qualification courses for record practice.

(5) Where the course of fire of any programmed individual or aggregate rifle match is an NRA Approved or Registered tournament amounts to having fired one of the qualification courses currently prescribed for the United States Army or comprises the National Match course, the scores attained in such a match may be counted as the annual record practice firing of individuals of a club.

(6) Where the National Match course of fire with either the service rifle or service pistol comprises the programmed match (National Board for the Promotion of Rifle Practice Approved Match) in an NRA Regional Championship or in a major command competition (includes Army Area matches) scores made in those matches may also be recorded as individual record practice scores of members of clubs participating in such competitions. Likewise, scores made in the National Board for the Promotion of Rifle Practice sponsored individuals rifle and pistol matches of the annual National matches may be recorded as the individual record practice scores of members of clubs participating in those competitions.

(7) Scores attained in the competitions cited in subparagraph (5) of this paragraph will entitle the individual to appropriate certificate of qualification (DA Forms 1282, 1282-1, 1282-2). Scores attained in the competitions to which reference is made in subparagraph (6) of this paragraph will entitle the individual to award of the appropriate Army qualification badge as is provided in § 578.61 of this chapter. Participation in the matches referred to in subparagraph (6) of this paragraph also affords the individual an opportunity to achieve a credit toward distinguished designation.

(c) *Issues—*(1) *Mandatory requirements pertaining to receipt of Government assistance.* To initially receive and to continue to receive Government assistance indicated in this part, clubs are required to maintain at all times a membership of at least 10 physically fit citizens of the United States, not less than the minimum ages indicated in paragraph (b) of this section. All issues of arms, appendages, ammunition, and other equipment to clubs will be based upon the number of members of the club who are of the minimum ages indicated in paragraph (b) of this section and older. In addition, to retain the use of any Government equipment issued by the Director of Civilian Marksmanship, all Director of Civilian Marksmanship clubs must remain affiliated with the

National Rifle Association and must fire annually at least one prescribed qualification course for record and report the results of such firing each year on DA

Form 1277 to the Director of Civilian Marksmanship.

- (2) *Senior clubs.* * * *
(ii) *Annual issue.*

Articles	Remarks. See paragraph (c) (1) of this section.
Cartridges, ball, cal. .30-----	To be issued to nearest full case on basis of 135 rounds per member firing.
Cloth, target, 72 inches wide-----	15 yards per club.
Disk, target, spotter, 3-inch-----	20 per club.
Disk, target, spotter, 5-inch-----	10 per club.
Spindles, target, spotter-----	30 per club.
Pasters, target, buff and black-----	20,000 per club.
Targets, paper, outdoor-----	As authorized by the Director of Civilian Marksmanship on basis of course of fire.
Centers, repair, target-----	1,000 per club.
Targets, gallery, 50-foot-----	2 quarts per club.
Cleaner, rifle bore-----	2 per M1 rifle.
Grease, lubricating, rifle (RS), 5 cc. container.	
Oil, lubricating, preservative, special (PS).-----	2 quarts per club.
Patches, cut, canton flannel-----	400 per weapon.
Soap, saddle-----	1 pound per club.

(3) *Junior clubs.* Each junior rifle club or junior division of a senior club, so far as funds will permit, will be issued not more than the following:

(ii) *Annual issue.*

Articles	Remarks. See paragraph (c) (1) of this section.
Cartridges, ball, cal. .22 long rifle-----	To be issued to nearest full case on basis of 135 rounds per member firing.
Targets, gallery, 50 foot-----	As authorized by the Director of Civilian Marksmanship.
Cleaner, rifle bore-----	1 quart per club.
Oil, lubricating, preservative, special-----	1 quart per club.
Patches, cut, canton flannel-----	2,000 per club.

(5) *Additional issues.* When considered by the Director of Civilian Marksmanship to be essential, issue of additional arms and appendages may be made to enrolled clubs, where needed for the purpose of participating in rifle and pistol competitions. Funds permitting, additional issues also may be made of ammunition, target materials, and range supplies in types and quantities warranted by such activities approved by the Director of Civilian Marksmanship. In addition, if the number of weapons authorized is sufficient to complete the marksmanship program of any club, the Director of Civilian Marksmanship will consider a letter request for additional weapons if sufficient justification is made.

(e) *Property.* * * *

(2) *Sales.* When ammunition and other expendable supplies listed in paragraph (c) (2) (ii) and (3) (ii) of this section required for maintenance of equipment listed in paragraph (c) (2) (i) and (3) (i) of this section, or for the conduct of required small arms marksmanship training as indicated in paragraph (a) of this section, are not available for free issue to clubs enrolled with the Director of Civilian Marksmanship, said items may be purchased from the Army Ordnance Corps. Requests for purchase of such items will be forwarded by an officer of the club and countersigned by another responsible club official, properly certified that "the requested material is required for the maintenance of issued arms or the conduct of small arms marksmanship training pursuant to AR 920-20". Price lists

giving procedure for making such sales are available from the NRA or the DCM.

(6) *Reports of defective ammunition.* See § 543.1 (f) (4) for procedure to be followed in event ammunition is found to be defective.

(7) *Disposition of unserviceable ammunition.* See § 543.1 (f) (5) for instructions regarding disposition of unserviceable ammunition.

3. In § 543.3, amend paragraph (d) (1) to read as follows:

§ 543.3 *Use of rifle ranges for rifle practice by civilians.* * * *

(d) *Issue and care of arms.* (1) Commanding officers, when necessary, will requisition rifles, U. S. Caliber .30M1 and Automatic Pistols, Caliber .45 (M 1911 or M 1911A1) and appurtenances for civilian target practice on the basis of 4 such weapons for each target available on the range, but not to exceed 50 each such weapons for any one installation. Such weapons will be issued daily to members of organizations cited in paragraph (a) of this section, who apply for the use of the same. Civilians using these weapons will be required to complete their daily practice at such time as will permit them to properly clean the weapons before leaving the range. Care and preservation of the arm by the individual user will be considered as a necessary part of his instruction and will be required.

[C1, AR 920-20, Jan. 30, 1956] (38 Stat. 370, Secs. 40, 113, 39 Stat. 191, as amended, Sec. 35, 41 Stat. 780, 43 Stat. 510, as amended; 10

U. S. C. 1180, 1181, 1185, 32 U. S. C. 181, 180. Interpret or apply Sec. 2, 45 Stat. 780, as amended; 32 U. S. C. 181b)

[SEAL] HERBERT M. JONES,
Major General, U. S. Army,
Acting The Adjutant General.

[F. R. Doc. 56-1514; Filed, Feb. 28, 1950;
8:45 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 3—VETERANS CLAIMS

PART 4—DEPENDENTS AND BENEFICIARIES CLAIMS

PROVISIONAL REGULATIONS

1. In Part 3, § 3.1501 is revoked:

§ 3.1501 *Assistance to certain veterans in acquiring specially adapted housing which they require by reason of their service-connected disabilities.* (Instructions 1-B, 1-C, and 1-D, Public Law 702, 80th Congress.) [Revoked.]

2. In Part 4, § 4.453 is revoked:

§ 4.453 *Servicemen's indemnity for death.* (Instructions 1, 1-B, and 1-D, Part I, Public Law 23, 82d Congress.) [Revoked.]

(Sec. 5, 43 Stat. 608, as amended, sec. 2, 40 Stat. 1016, sec. 7, 48 Stat. 9; 38 U. S. C. 11a, 426, 707)

This regulation is effective February 29, 1956.

[SEAL] J. C. PALMER,
Assistant Deputy Administrator.

[F. R. Doc. 56-1530; Filed, Feb. 28, 1956;
8:49 a. m.]

TITLE 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 20—SPECIAL REGULATIONS

KATMAI NATIONAL MONUMENT

Paragraph (a) of § 20.46 is amended to read as follows:

§ 20.46 *Katmai National Monument—(a) Fishing—(1) Limit of catch and in possession.* The limit of catch per person per day shall not exceed two red salmon, and 10 fish or ten pounds and one fish of any other species. Possession of more than one day's limit of fish by any one person at any one time is prohibited.

(2) *Restrictions on use of bait and lures.* Fishing is permitted only with artificial lures. Each such artificial lure may consist of not more than two flies or not more than one plug, spoon, or spinner, to which may be attached not more than one treble hook; except that in Brooks River, other than in the area from the mouth of the river to a point approximately 880 feet upstream (as designated by National Park Service posted signs), the lures shall be restricted to not more than two flies. In

said posted area, from the mouth of the river to a point approximately 880 feet upstream, plugs, spoons, and spinners with not more than one barbless treble hook and not more than one attractor blade may be used.

(3) *Closed waters.* Fishing is prohibited within 100 yards above and

within 100 yards below the weir in Brooks River. Fishing from the fish ladder over Brooks Falls is also prohibited.

(4) *Natives.* Notwithstanding the above restrictions, native Aleuts and Eskimos residing in the region may take fish for personal use as food from August 20 to the end of each year.

(Sec. 3, 39 Stat. 535, as amended; 16 U. S. C. 3)

Issued this 25th day of January 1956.

[SEAL] GRANT H. PEARSON,
Superintendent,
Mount McKinley National Park.

[F. R. Doc. 56-1517; Filed, Feb. 28, 1956;
8:46 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF THE TREASURY

Bureau of Narcotics

121 CFR Ch. II

PIPERIDYL METHADONE, AND OTHER DRUGS

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given, pursuant to the provisions of section 1 of the act of March 8, 1946 (60 Stat. 38; 26 U. S. C. 4731), section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003), and by virtue of the authority vested in me by the Secretary of the Treasury (12 F. R. 1480), that a determination is proposed to be made that each of the following-named new drugs has an addiction-forming or addiction-sustaining liability similar to morphine and is an opiate:

(1) 4,4 - diphenyl - 6 - piperidine - 3 - heptanone. (piperidyl methadone).

(2) Isopropyl 1-methyl - 4 - phenylpiperidine-4-carboxylate.

(3) 3-diethylamino-1,1-di(2-thienyl)-1-butene. (diethylthiambutene).

(4) 1,3-dimethyl-4-phenyl-4-propionyloxyhexamethyleneimine.

(5) 3 - hydroxy - N - phenethylmorphinan.

(6) Ethyl 2,2-diphenyl-4-morpholino-butyrate.

(7) 4-dimethylamino-1,2-diphenyl-3-methyl-2-propionyloxybutane.

(8) Ethyl 1 - [2 - (p - aminophenyl) - ethyl]-4 - phenylpiperidine - 4 - carboxylate.

Consideration will be given to any written data, views, or arguments, pertaining to the addiction-forming or addiction-sustaining liability of each of the above-named drugs, which are received by the Commissioner of Narcotics prior to March 29, 1956. Any person desiring to be heard on the addiction-forming or addiction-sustaining liability of any of the above-named drugs will be accorded the opportunity at a hearing in the office of the Commissioner of Narcotics, 1300 E Street, NW., Washington 25, D. C., at 10:00 a. m. March 29, 1956, provided that each person furnishes written notice of his desire to be heard, to the Commissioner of Narcotics, Washington 25, D. C., not later than 20 days from the publication of this notice in the FEDERAL REGISTER. If no written notice of a desire to be heard shall be received within 20 days from the date of publication of this notice in the FEDERAL REGISTER, no hearing shall be held, but the Commissioner of Narcotics shall proceed to make a recommendation to the Secretary of the

Treasury for a finding under section 1 of the act of March 8, 1946.

(60 Stat. 38; 26 U. S. C. 4731)

[SEAL] G. W. CUNNINGHAM,
Acting Commissioner of Narcotics.

[F. R. Doc. 56-1532; Filed, Feb. 28, 1956;
8:50 a. m.]

DEPARTMENT OF COMMERCE

Civil Aeronautics Administration

14 CFR Part 610

MINIMUM EN ROUTE IFR ALTITUDES

NOTICE OF PROPOSED RULE MAKING

The following revision of Part 610 is proposed in order to combine the numerous existing amendments in a single document so that the part may be more effectively utilized by the public. On the adoption of this revision, the Administrator will issue periodic revisions of the part, incorporating all amendments adopted since the last revision. This will provide the public with a current listing of all minimum en route altitudes by referring to the latest revision of the part as published in the FEDERAL REGISTER and a minimum number of individual amendments. In addition to changing the format of the part, the following changes are proposed:

1. The criteria used by the Administrator in establishing a minimum en route altitude are incorporated in Subpart B of the proposed revision,

2. The designated mountainous areas in the eastern part of the United States have been revised slightly, (3) maps containing all designated mountainous areas in the United States and Alaska have been added, (4) the term "obstruction clearance" has been substituted for "terrain clearance", and (5) minor editorial changes have been made throughout the part.

The minimum en route altitudes for particular routes and route segments prescribed in §§ 610.11 through 610.6999 have not been included in this notice of proposed rule making, because no change is contemplated at this time for such altitudes. However, when the revised part is finally adopted as a rule, all MEA's currently effective will be added to the part.

All interested persons who desire to make comments and suggestions for consideration in connection with the proposed rules should send them to the Director, Office of Aviation Safety, Civil

Aeronautics Administration, Washington 25, D. C., within 30 days after publication of this notice in the FEDERAL REGISTER.

PART 610—MINIMUM EN ROUTE IFR ALTITUDES

Subpart A—Introduction

- Sec.
610.1 Basis and purpose.
610.2 Explanation of terms.

Subpart B—Criteria

- 610.3 Minimum en route IFR altitudes.

Subpart C—Operating Rules

- 610.6 Operating procedures over mountainous areas and along particular routes and intersections.

Subpart D—Designated Mountainous Areas

- 610.8 Mountainous areas.

Subpart E—Minimum En Route IFR Altitudes Over Particular Routes and Intersections

- 610.9 General.
610.10 Additional intersections.

SUBPART A—INTRODUCTION

§ 610.1 *Basis and purpose.* The basis of this part is sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended and §§ 40.408, 41.114, 42.53 and 60.17 of this title. The purpose of this part is to define the areas designated by the Administrator as mountainous areas and prescribe the minimum en route IFR altitudes at which an aircraft shall be flown over such mountainous areas and along particular routes or route segments designated herein.

§ 610.2 *Explanation of terms.* As used in this part:

"DME" means distance measuring equipment.

"FM" means fan marker.

"IFR" means instrument flight rules as prescribed in Part 60.

"ILS" means instrument landing system.

"INT" means intersection.

"L" means compass locator.

"LF/MF" means low frequency/medium frequency.

"LFR" means low frequency radio range.

"LMM" means compass locator at middle marker site of ILS.

"LOM" means compass locator at outer marker site of ILS.

"MCA" means minimum crossing altitude. Minimum crossing altitudes "MCA" are the lowest altitudes at certain radio fixes at which an aircraft must cross when proceeding in the direc-

tion of a higher minimum en route altitude.

"Minimum en route IFR altitudes" MEA means the altitude applicable to a particular route or route segment from radio fix to radio fix as specified in this part. For routes or route segments along a civil airway, the altitudes shall apply to the entire width of the airway. For off-airway routes published in this part, these altitudes apply only to that airspace five miles on each side of a course between the radio fixes defining the particular route or route segment. These altitudes do not apply to, and are not compatible with the navigation and obstruction clearance requirements for any other airspace, controlled or noncontrolled. Minimum en route IFR altitudes in effect between radio fixes, both on the colored and VOR airways and direct routes, (VHF and LF) assure acceptable navigation signal coverage and meet obstruction clearance requirements between the radio fixes defining the particular route or route segment.

"MM" means middle marker (component of ILS).

"MOCA" means minimum obstruction clearance altitude. Minimum obstruction clearance altitude in effect between radio fixes on VOR airways or VOR off-airway routes or route segments meet obstruction clearance requirements for the entire route segment between the radio fixes specified and assure acceptable navigation signal coverage only within 25 miles of the VOR station.

"MRA" means minimum reception altitude applicable to an intersection. Minimum reception altitude in effect at an intersection is the lowest altitude at which the intersection can be determined.

"OM" means outer marker (component of ILS).

"RBN" means radio beacon "H" facility.

"VAR" means visual aural radio range.

"VHF" means very high frequency.

"VOR" means very high frequency omnirange.

"VOR-E" means VOR and distance measuring equipment.

"Z" means a very high frequency location marker.

SUBPART B—CRITERIA

§ 610.3 *Establishment of minimum en route altitudes.* The criteria set forth in this subpart are used by the Administrator in establishing minimum IFR en route altitudes.

(a) *Navigation aids*—(1) *Adequacy of navigation aids on airways and off-airway routes.* Minimum en route IFR altitudes will be established from radio fix to radio fix. Such altitudes will be premised on ground aids which are of such character and so oriented with respect to the route that course line over the route may be maintained within the confines of the route boundary by radio navigation.

(2) *Exceptions.* A minimum en route IFR altitude may be established for an airway or off-airway route segment at which altitude navigation signal coverage does not exist over the entire route segment: Provided, That it is found after considering the character of the terrain

being traversed, weather phenomena peculiar to the area, the quality and quantity of the meteorological services, the navigation facilities available and other flight conditions that the safe conduct of flight permits or requires such altitudes. Altitudes will not be established premised on limited navigation signal coverage on "dog leg" airways and/or across intersections or along coincident or overlapping airways.

(3) *Navigation aids used to "break" MEA.* Radio ranges, radio beacons, ILS localizers, LOM(s), LMM(s), intersections,¹ VOR-DME fixes, and fan markers² will be utilized to "break" minimum en route IFR altitudes: Provided, a determination has been made that the navigation aid and/or intersections comprising the fix are adequate, reliable and compatible to the associated route structure.

(b) *Minimum obstruction clearance*—(1) *General.* The minimum en route IFR altitudes for routes over terrain not designated mountainous will provide for 1,000 feet obstruction clearance over the highest obstacle on the airway or off-airway route. The altitudes will be indicated to the nearest 100 feet.³

(2) *Areas designated mountainous.* Except as set forth in the exceptions, minimum en route IFR altitudes for airways or off-airway routes over terrain designated mountainous will provide for 2,000 feet obstruction clearance over the highest obstacle on the airway or off-airway route. The altitudes will be indicated to the nearest 100 feet.

(i) *Exceptions.* Altitudes may be established providing only 1,200 feet obstruction clearance in the designated mountainous areas of the eastern United States, and 1,600 feet obstruction clearance in the designated mountainous areas of the western United States and Alaska: *Provided,* That consideration will be given to the following items before altitudes providing less than 2,000 feet obstruction clearance in these areas are established:

(a) Areas characterized by precipitous terrain.

(b) Weather phenomena peculiar to a particular area.

(c) Phenomena conducive to marked pressure differentials.

(i) Owing to the action of the Bernoulli effect and of atmospheric eddies, vortices, waves, and other phenomena which occur in conjunction with the disturbed air flow attending the passage of strong winds over mountains, pressure deficiencies manifested as very steep horizontal pressure gradients develop over such regions. Since down drafts

¹ Intersecting angles of VOR radials or ILS courses will be at least 30° when such intersections are used to "break" MEA(s). Intersecting angles of LF/MF or ADF bearings will be at least 45° when such intersections are used to "break" MEA(s).

² Fan markers will be used only to "break" an MEA to a lower altitude for one direction of flight only over a route segment. Climb to a higher IFR altitude will not be premised on a fan marker.

³ All minimum en route IFR altitudes will be indicated to the nearest 100 feet. (i. e., 1,149 feet will be indicated as 1,100 feet; 1,150 feet will be indicated as 1,200 feet, etc.)

and low clouds are prevalent under these conditions, the hazards to air navigation are manifold.

(d) Type of navigational facilities and the distance between navigational fixes.

(e) Availability of weather reporting services throughout an area.

(f) Frequency and reliability of altimeter resetting points along routes within the area.

(g) Altitudes providing only 1,000 feet obstruction clearance over towers and/or other man-made obstructions may be established for airways and off-airway routes in designated mountainous areas where such obstructions are not actually located on precipitous terrain.

(3) *New construction within five miles of the outer boundary of an airway or off-airway route*—(i) *Within 25 miles of the navigational facility.* In all areas, mountainous or non-mountainous where new construction such as towers, buildings, etc., are located in areas described as extending laterally for five miles measured at right angles to and from either side of the outer boundaries of an airway or off-airway route and extending longitudinally for a distance of twenty-five (25) miles measured along each airway or route from a radio navigational facility when such obstruction projects above an inclined surface having a slope of 50:1 extending upward and outward at right angles from the outer boundary of the airway or off-airway route at a level of 500 feet below the minimum en route IFR altitude, the minimum en route IFR altitude will be increased by application of the following formula:

(a) Add 500 feet to the mean sea level height of any new construction projecting above the slope line within 0-1 miles from the boundary of the airway or off-airway route.

(b) Add 400 feet to the mean sea level height of any new construction projecting above the slope line within 1-2 miles from the boundary of the airway or off-airway route.

(c) Add 300 feet to mean sea level height of any new construction projecting above the slope line within 2-3 miles from the boundary of the airway or off-airway route.

(d) Add 200 feet to the mean sea level height of any new construction projecting above the slope line within 3-4 miles from the outer boundary of the airway or off-airway route.

(e) Add 100 feet to the mean sea level height of any new construction projecting above the slope line within 4-5 miles from the outer boundary of the airway or off-airway route.

(ii) *Beyond 25 miles of the navigational facility.* In all areas, mountainous or non-mountainous where new construction such as towers, buildings, etc., are located in areas described as extending laterally for five (5) miles measured at right angles to and from either side of the outer boundaries of an airway or off-airway route and extending longitudinally beyond a distance of twenty-five (25) miles measured along each airway or off-airway route from a naviga-

⁴ See diagram 1.

tional facility when such construction projects above a horizontal plane at a level of 500 feet below the minimum en route IFR altitude of the airway or off-airway route; the minimum en route IFR altitude will be increased to provide obstruction clearance of at least 500 feet above such construction.

(4) *Minimum crossing altitudes.* In all cases where obstructions intervene to prevent a normal climb to a higher minimum en route IFR altitude immediately after passing the point beyond which the higher minimum altitude applies, a minimum crossing altitude will be established at that point beyond which the higher minimum en route IFR altitude is applicable. The standard for determining what the minimum crossing altitude will be or when climb will be accomplished after passing a fix will be based on a climb of 500 feet in a distance of four (4) miles up to a flight altitudes of 6,000 feet and a climb of 300 feet in a distance of five miles for all flight altitudes above 6,000 feet, except in those instances where the elevation of the navigational fix is 4,000 feet or above the 500-foot-four-mile criteria will apply up to flight altitudes of 8,000 feet and the 300-foot-five-mile criteria thereafter. The same vertical and horizontal obstruction clearance criteria as utilized to establish minimum en route IFR altitudes will be used.

Example:

Ontario, Calif., VOR ¹	Palm Springs INT, Calif.	13,000
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¹ 8,000'—MOA Ontario, eastbound.

(5) *Minimum reception altitudes—intersections.* At certain intersections, VOR reception may not be adequate at the lowest minimum en route IFR altitude associated with the intersection. In such instances where the minimum reception altitude to determine the fix is higher than the lowest minimum en route IFR altitude associated therewith, a minimum reception altitude will be established and denoted by footnote for such intersection or listed as an additional intersection.*

Example:

Colts Neck, N. J., VOR	Woolf INT N. J. ¹	1,000
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¹ 2,000'—MRA.

(6) *Minimum obstruction clearance altitudes.* At certain locations, VOR reception may not be adequate over an entire route segment under normal operation conditions to assure acceptable VOR reception at an altitude meeting obstruction clearance requirements. In such cases an altitude assuring acceptable VOR reception will be established as the minimum en route IFR altitude and

where this altitude is higher than an altitude required for obstruction clearance it will be denoted by a footnote and a "minimum obstruction clearance altitude" will also be established for the route segment.

Example:

Abilene, Tex., VOR, via N alter.	Mineral Wells, Tex., VOR, via N alter.	13,500
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¹ 3,000'—MOCA.

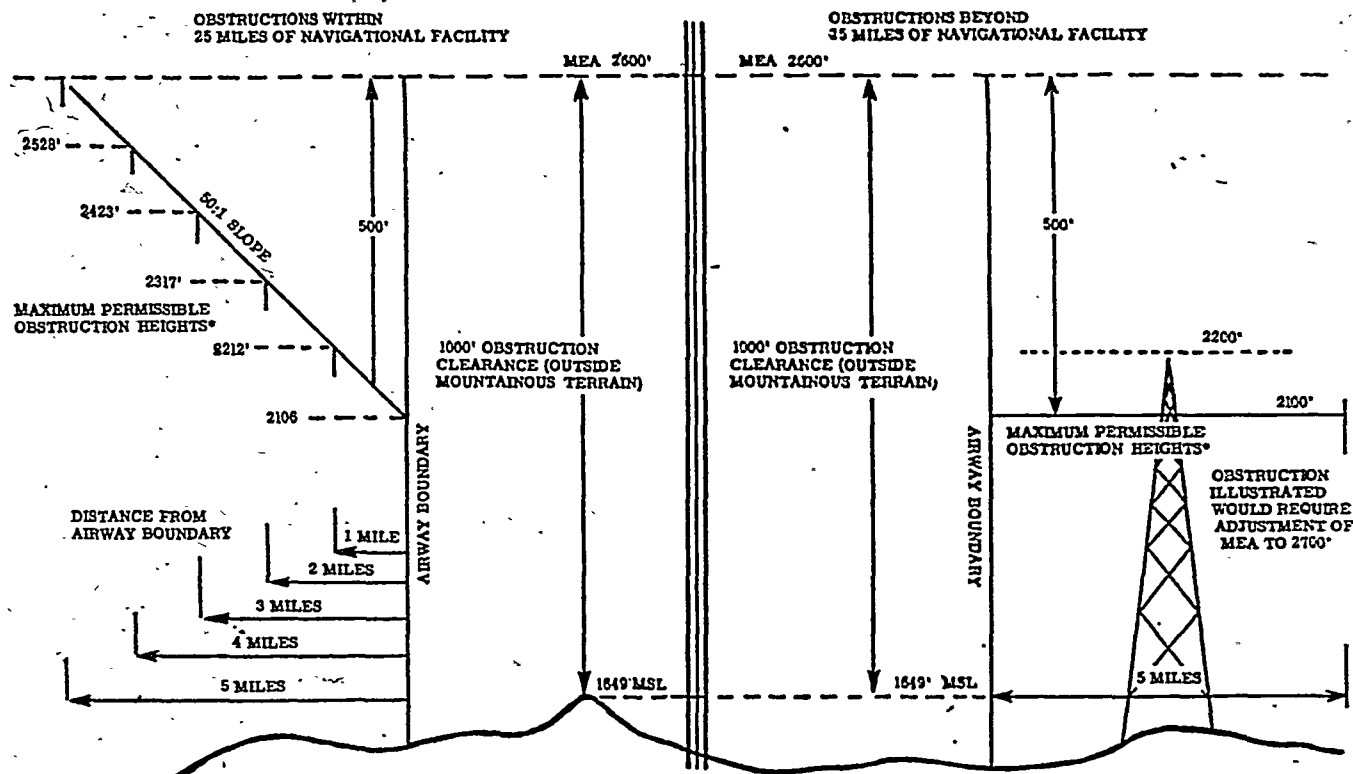
SUBPART C—OPERATING RULES

§ 610.6 *Operating procedures over mountainous areas and along particular routes.* Except where necessary for take-off or landing, all IFR operations over the mountainous areas designated in Subpart D and along the routes or portions thereof designated in Subpart E of this part shall be conducted at or above the altitudes prescribed therefor and in accordance with the following procedures:²

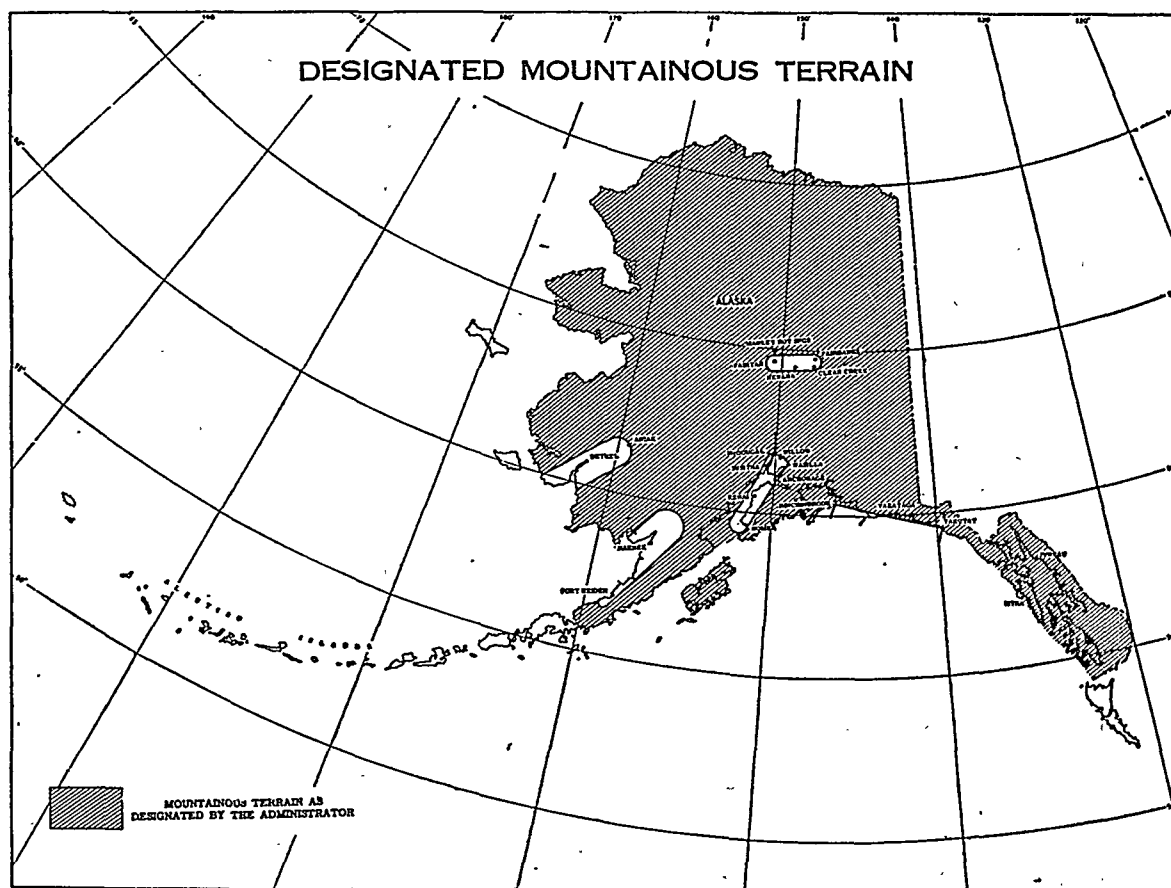
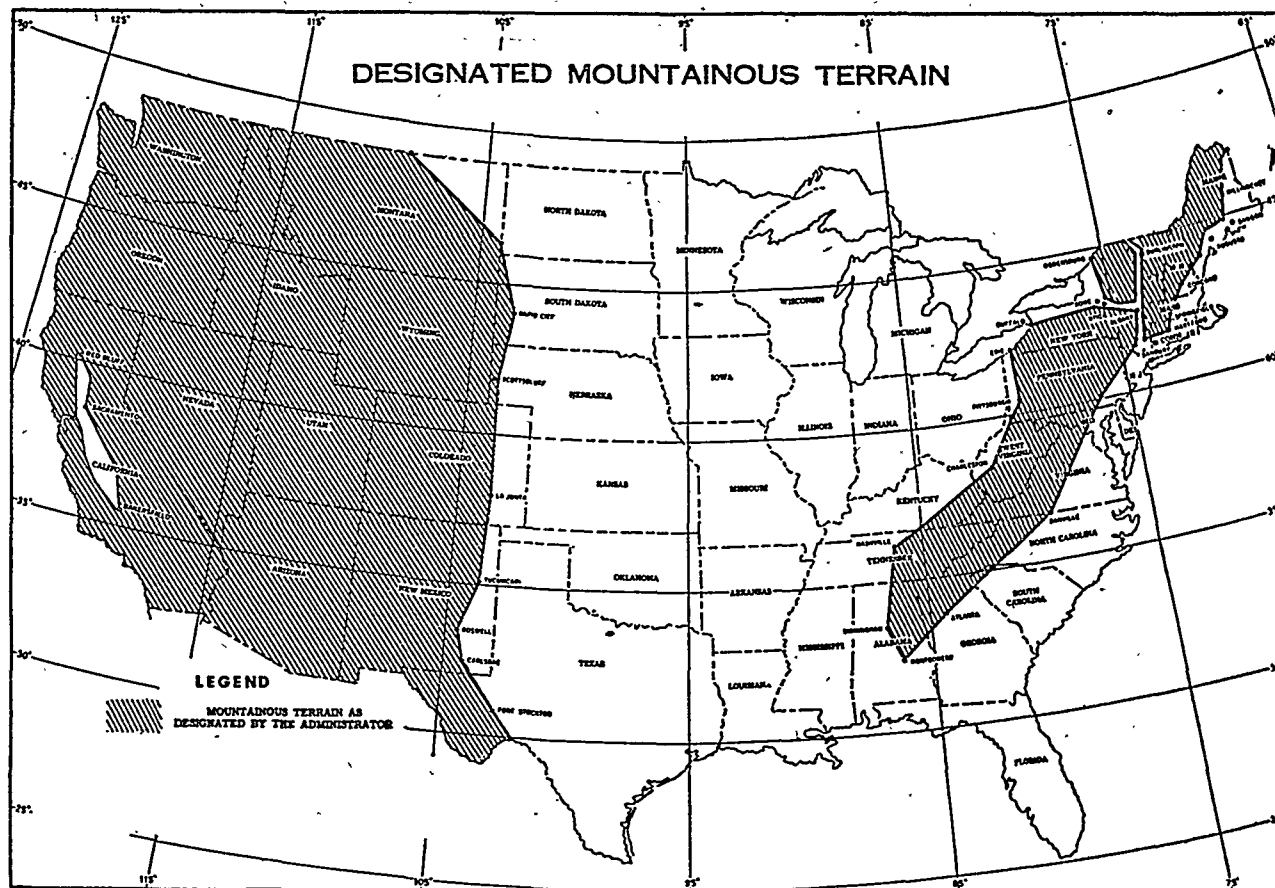
(a) *Climb.* Climb to a higher IFR altitude shall begin immediately after passing the point beyond which the higher minimum applies except when ground obstructions intervene, the point beyond which the higher minimum applies shall

² Pilots operating under IFR outside of control areas and control zones must comply with not only the minimum en route altitudes prescribed herein, but also the cruising altitudes prescribed in § 60.44 of this title.

GRAPHIC ILLUSTRATION OF CRITERIA FOR ESTABLISHING MINIMUM EN ROUTE ALTITUDES PROVIDING FOR THE NECESSARY OBSTRUCTION CLEARANCE WITHIN FIVE MILES OF THE BOUNDARY OF AN AIRWAY OR ROUTE



*Encroachment on the criteria illustrated would result in a corresponding increase in minimum en route altitude. (To the nearest 100'.)



be crossed at or above the minimum crossing altitude set forth in this part.²

(b) *Descent.* Except when otherwise specified by Air Traffic Control, descent to a lower IFR altitude minimum may begin immediately after passing the point beyond which the lower minimum applies. When it is necessary to expedite traffic to a lower en route IFR altitude, Air Traffic Control may specify the use of altitudes down to the initial approach altitude prescribed for the area in lieu of the minimum IFR altitudes prescribed in this part.

(c) *Minimum reception altitudes—intersections.* When a minimum reception altitude is prescribed for an intersection and it is necessary to utilize in the operation of the flight such intersection, the flight shall arrive at and cross the intersection at or above the minimum reception altitude specified for the intersection.³

(d) *Minimum obstruction clearance altitudes.* When a "minimum obstruction clearance altitude" has been established for a route segment, flight may be conducted at this altitude within 25 miles of a VOR station based on a reasonable estimate of that distance.

(e) *Minimum en route IFR altitudes over mountainous areas.* All IFR operation along any route or portion thereof over the terrain described in Subpart D shall be conducted at altitudes of at least 2,000 feet above the highest obstacle located within a horizontal distance of five miles from the center-line of the course intended to be flown: *Provided*, That this rule shall not apply to take-offs or landings, or to operations along routes or route segments designated in Subpart E for which a different altitude has been prescribed.

SUBPART D—DESIGNATED MOUNTAINOUS AREAS

§ 610.8 *Mountainous areas—(a) Eastern United States.*¹ All of the following area excluding those portions specified in the exceptions.

(1) *Area.*

Beginning at latitude 47°10' N., longitude 67°55' W.; thence west and south along the Canadian Border to latitude 45°00' N., longitude 74°15' W.; thence to latitude 44°20' N., longitude 75°30' W.; thence to latitude 43°05' N., longitude 75°30' W.; thence to latitude 42°57' N., longitude 77°30' W.; thence to latitude 42°52' N., longitude 78°42' W.; thence to latitude 42°26' N., longitude 79°13' W.; thence to latitude 42°05' N., longitude 80°00' W.; thence to latitude 40°50' N., longitude 80°00' W.; thence to latitude 40°26' N., longitude 79°54' W.; thence to latitude 38°25' N., longitude 81°46' W.; thence to latitude 36°00' N., longitude 86°00' W., thence to latitude 33°37' N., longitude 86°45' W.; thence to latitude 32°30' N., longitude 86°25' W.; thence to latitude 33°22' N., longitude 85°00' W.; thence to latitude 36°35' N., longitude 79°20' W.; thence to latitude 40°11' N., longitude 76°24' W.; thence to latitude 41°24'

N., longitude 74°30' W.; thence to latitude 41°43' N., longitude 72°40' W.; thence to latitude 42°13' N., longitude 72°44' W.; thence to latitude 42°13' N., longitude 72°44' W.; thence to latitude 43°12' N., longitude 71°30' W.; thence to latitude 43°45' N., longitude 70°30' W.; thence to latitude 45°00' N., longitude 69°30' W.; thence to latitude 47°10' N., longitude 67°55' W., point of beginning.

(2) *Exceptions.* The area bounded by the following coordinates:

Beginning at latitude 45°00' N., longitude 73°26' W.; thence to latitude 44°32' N., longitude 73°04' W.; thence to latitude 42°51' N., longitude 73°41' W.; thence to latitude 41°38' N., longitude 73°46' W.; thence to latitude 41°16' N., longitude 73°50' W.; thence to latitude 41°17' N., longitude 74°00' W.; thence to latitude 41°25' N., longitude 73°58' W.; thence to latitude 41°26' N., longitude 74°01' W.; thence to latitude 41°37' N., longitude 73°58' W.; thence to latitude 42°41' N., longitude 73°55' W.; thence to latitude 43°02' N., longitude 76°15' W.; thence to latitude 43°17' N., longitude 75°21' W.; thence to latitude 42°59' N., longitude 74°43' W.; thence to latitude 42°52' N., longitude 73°53' W.; thence to latitude 44°30' N., longitude 73°18' W.; thence to latitude 45°00' N., longitude 73°39' W.; thence to latitude 45°00' N., longitude 73°26' W., point of beginning.

(b) *Western United States.*² All of the following area excluding that portion specified in the exceptions:

(1) *Area.* From the Pacific coastline of the United States, eastward along the Canadian and Mexican borders, to the following coordinates:

Beginning at latitude 49°00' N., longitude 108°00' W.; thence to latitude 46°45' N., longitude 104°00' W.; thence to latitude 44°08' N., longitude 103°15' W.; thence to latitude 43°00' N., longitude 103°15' W.; thence to latitude 41°52' N., longitude 103°39' W.; thence to latitude 35°11' N., longitude 103°39' W.; thence to latitude 33°17' N., longitude 104°27' W.; thence to latitude 32°17' N., longitude 104°14' W.; thence to latitude 29°48' N., longitude 102°00' W.

(2) *Exceptions.*

Beginning at latitude 35°25' N., longitude 119°09' W.; thence to latitude 35°29' N., longitude 118°58' W.; thence to latitude 36°49' N., longitude 119°37' W.; thence to latitude 38°30' N., longitude 121°24' W.; thence to latitude 39°30' N., longitude 121°32' W.; thence to latitude 40°08' N., longitude 122°08' W.; thence to latitude 40°06' N., longitude 122°20' W.; thence to latitude 39°05' N., longitude 122°12' W.; thence to latitude 38°01' N., longitude 121°51' W.; thence to latitude 37°37' N., longitude 121°12' W.; thence to latitude 37°00' N., longitude 120°58' W.; thence to latitude 36°14' N., longitude 120°11' W., point of beginning.

(c) *Alaskan area.*³ All of the following area excluding those portions specified in the exceptions:

(1) *Area.* The Territory of Alaska.

(2) *Exceptions.*

(i) Beginning at latitude 64°54' N., longitude 147°20' W.; thence to latitude 64°50' N., longitude 151°22' W.; thence to latitude 64°26' N., longitude 151°22' W.; thence to latitude 64°25' N., longitude 147°20' W.; thence to latitude 64°54' N., longitude 147°20' W., point of beginning.

(ii) Beginning at latitude 61°50' N., longitude 151°12' W.; thence to latitude 61°24' N., longitude 150°28' W.; thence to latitude 59°40' N., longitude 152°23' W.; thence to

latitude 59°33' N., longitude 151°28' W.; thence to latitude 60°31' N., longitude 150°43' W.; thence to latitude 61°13' N., longitude 149°39' W.; thence to latitude 61°37' N., longitude 149°15' W.; thence to latitude 61°44' N., longitude 149°48' W.; thence to latitude 62°23' N., longitude 149°54' W.; thence to latitude 62°23' N., longitude 150°14' W.; thence to latitude 61°50' N., longitude 151°12' W., point of beginning.

(iii) Beginning at latitude 58°56' N., longitude 156°58' W.; thence to latitude 58°47' N., longitude 156°27' W.; thence to latitude 56°43' N., longitude 158°39' W.; thence to latitude 56°50' N., longitude 159°00' W.; thence along the shore line to latitude 58°56' N., longitude 156°58' W., point of beginning.

(iv) Beginning at latitude 61°47' N., longitude 159°40' W.; thence to latitude 61°34' N., longitude 159°15' W.; thence to latitude 60°32' N., longitude 161°42' W.; thence to latitude 60°45' N., longitude 162°06' W.; thence to latitude 61°47' N., longitude 159°40' W., point of beginning.

(v) All of the Aleutian group.

SUBPART E—MINIMUM EN ROUTE IFR ALTITUDES OVER PARTICULAR ROUTES AND INTERSECTIONS

§ 610.9 *General.* The following minimum IFR altitudes are prescribed for flights along a particular route or route segment and over an additional intersection not listed as a part of a route or route segment.

§ 610.10 *Additional intersections.* The following minimum reception altitudes are prescribed for additional intersections not listed as a part of a particular route or route segment specified in this subpart.

(Sec. 205, 52 Stat. 934, as amended; 49 U. S. C. 452. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL] C. J. LOWEN,
Administrator of Civil Aeronautics.

[F. R. Doc. 56-1461; Filed, Feb. 28, 1956; 8:45 a.m.]

Federal Maritime Board and Maritime Administration

[46 CFR Ch. II]

[Docket No. S-59]

AMERICAN PRESIDENT LINES, LTD.

NOTICE OF PROPOSED RULE MAKING

Notice of proposed rule making in connection with petition of American President Lines, Ltd., was published in the FEDERAL REGISTER issue of September 26, 1955 (20 F. R. 8050), as amended by notices published November 10, 1955 (20 F. R. 8425) and December 24, 1955 (20 F. R. 9974).

Notice is hereby given that the time stipulated therein for submission of written data, views, or arguments relative thereto is hereby further extended to March 15, 1956.

Dated: February 23, 1956.

By order of the Federal Maritime Board/Maritime Administrator.

[SEAL] A. J. WILLIAMS,
Secretary.

[F. R. Doc. 56-1528; Filed, Feb. 28, 1956; 8:48 a.m.]

¹ See diagram mountainous areas eastern United States.

² Points where ground obstructions intervene shall be denoted by a footnote followed by the minimum crossing altitude specified for the associated fix.

³ Such intersections will be denoted by a footnote followed by the minimum reception altitude specified for the intersection or listed as an additional intersection under § 610.10.

² See diagram mountainous areas western United States.

³ See diagram mountainous areas Alaska.

CIVIL AERONAUTICS BOARD

[14 CFR Parts 29, 43]

PHYSICAL STANDARDS FOR AIRMEN
(MEDICAL CERTIFICATES)

NOTICE OF PROPOSED RULE MAKING

Pursuant to authority delegated by the Civil Aeronautics Board to the Bureau of Safety Regulation, notice is hereby given that the Bureau will propose to the Board a revision of Part 29 and an amendment to Part 43 of the Civil Air Regulations in substance as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Civil Aeronautics Board, attention Bureau of Safety Regulation, Washington 25, D. C. In order to insure their consideration by the Board before taking further action on the proposed rules, communications must be received by June 5, 1956. Copies of such communications will be available after June 8, 1956, for examination by interested persons at the Docket Section of the Board, Room 5412, Department of Commerce Building, Washington, D. C.

Currently effective Part 29 of the Civil Air Regulations prescribes the physical standards airmen must meet for the particular class of airman's certificate applied for and provides for the waiver of those standards under specified conditions.

Currently effective § 43.41 of Part 43 of the Civil Air Regulations requires personal possession of an appropriate medical certificate while piloting aircraft and prescribes time limits for the renewal of the medical certificate.

The proposed revision of Part 29 simplifies and clarifies the requirements for the issuance of medical certificates, particularly in those cases where the physical standards for the First, Second, and Third Classes cannot be met by the applicant, and it includes the most recent findings of medical authorities on appropriate physical standards for airmen.

Although Part 29 presently is entitled "Physical Standards for Airmen," the part, in effect, establishes the standards for the issuance of medical certificates; hence, it is proposed to rename the part "Medical Certificates" to describe more realistically the function of the part.

The currently effective visual-acuity requirement for First and Second Class medical certificates is 20/20. However, it is recognized that in many instances a person with 20/30 vision can operate more effectively without glasses than he can with them due to restriction of the field of vision, and dirt and condensation on the lenses. Moreover, the medical standards developed at a recent meeting of the International Civil Aviation Organization, with which the United States has concurred, retains a visual-acuity requirement of 20/30 which has been the ICAO standard for these classes of certificates. In view of these considerations this revision contains a 20/30 visual-

acuity requirement for both First and Second Class certificates.

With respect to the heterophoria and depth perception tests, it is considered that they should be deleted because there is no evidence that they measure a pilot's ability either to read his maps and instruments, or to make the other necessary observations outside of the airplane. This view is further supported by the fact that the majority of the medical experts who attended the recent meeting in Paris were of the opinion that the above mentioned tests should no longer be taken into account in determining flight ability. The United States experts who attended this meeting concurred with this conclusion.

Current hearing provisions require applicant to hear the whispered voice at certain distances prescribed for the class. Medical experts recommend that the spoken voice be substituted for the whispered voice since different frequencies are involved and the whispered voice is not used in airplane communication. Accordingly, an initial spoken voice test is proposed with provision for those failing this test to take an audiometer or flight test.

Present provisions with respect to the nervous system require that applicant have no disease of the mental or nervous system. To resolve possible uncertainty that these provisions are to be conditioned by the general requirement that no applicant shall have an organic or functional disease which would interfere with the privileges of his airman certificate, and because medical authorities advise that any disease of the nervous system must be either organic or functional, it is proposed that consideration of mental or nervous disease be included in the General Physical Condition provisions. However, it is proposed that applicants be put on notice that a bona fide history of psychosis or epilepsy or an established diagnosis of diabetes requiring insulin treatment or of coronary heart disease is considered disqualifying for a medical certificate since medical examiners for the Civil Aeronautics Administration have determined that any of these conditions would certainly affect safety of flight.

It appears that an undue burden is imposed on the Administrator by requiring that he determine whether an applicant's operational record, ability, and judgment as an airman compensate for a known physical deficiency. It is proposed, therefore, that a limited medical certificate be issued, at the discretion of the Administrator, in lieu of consideration of a waiver of physical standards (§ 29.5) where it is demonstrated by more extensive medical examination that the applicant's physical deficiency would not interfere with the safe performance of those privileges of his airman certificate that he is authorized to perform. The proposed issuance of a limited medical certificate would clarify the grounds on which an applicant might have special consideration in case of an otherwise disqualifying physical deficiency since the standard would be safe performance of privileges rather than the intangible criterion of skill, experience, and judgment

compensating for a physical deficiency. Such proposed procedure would more nearly accord the provision of section 602 (b) of the Civil Aeronautics Act of 1938 which requires issuance of an airman's certificate where applicant "possesses proper qualifications for, and is physically able to perform the duties pertaining to, the position for which the airman certificate is sought" since the Administrator could issue an appropriate limited medical certificate even in those cases where the applicant had a non-compensatory physical deficiency for which no amount of experience or judgment would compensate.

The Accident Analysis Division of the Bureau of Safety Investigation advises that there is little or no correlation between the issuance of waivers for physical deficiencies and aircraft accidents.

With respect to frequency of physical examinations (§ 43.41), a check of past records concerning the effective dates of medical certificates indicates that the specific periods of time between medical re-examinations, currently effective, are arbitrary and appear to be a compromise of opinions of various experts in the field who differ widely among each other. In determining an appropriate interval for physical re-examination, the following factors were considered: (1) The percentage of accidents attributable to the physical fitness of the pilot, and (2) the percentage of applicants for re-examination who fail to meet the physical requirements.

An analysis was made of the CAA records of denials of Class I and Class II medical certificates during 1953 and 1954 according to the age of the applicant and the pathological cause. In approximately 23,000 Class I physical re-examinations per year there were 12 denials in 1953 and only 4 in 1954. Out of about 68,000 Class II re-examinations, there were 46 denials in 1953 and 42 in 1954. This would indicate that out of approximately 90,000 re-examinations per year there were 58 denials in 1953 and 46 in 1954. This is equivalent to one denial for every 1,700 re-examinations, or one in every 3,000 Class I re-examinations and one in every 1,545 Class II re-examinations.

A further analysis of the record discloses that of the 12 Class I denials in 1953, only 4 were rejected because of the type of deficiencies that might cause sudden incapacitation and all of those were over 40 years of age. There were no applicants under 30 years of age denied a certificate in either year. On this basis it appears reasonable to extend the re-examination period of Class I medical certificates to 2 years for those under 40 years of age, and to 1 year for those 40 years of age and over.

There were about six times as many applicants for Class II as Class I certificates and about five times as many denials indicating a fairly close relation between denials per year per pilot for both classes. Of the 46 denials in 1953, only 15 were based on pathological conditions that might indicate a likelihood of sudden incapacitation and only 6 of these applicants were under 40 years of age. Considering these 15 cases in relation to the almost 68,000 re-examined,

there is no apparent reason why the Class II re-examination period should not be extended to 3 years for those pilots under 40 years of age, and 2 years for those 40 years of age and over.

We do not have a record of the Class III denials but, due to their much lower standards, there is every reason to believe that the ratio is even smaller than for the other two classes. Consequently, re-examination every 5 years up to age 40 and every 3 years thereafter should provide adequate assurance of physical fitness for purposes of safety. These recommended medical re-examination intervals are made with full cognizance of the fact that CAA medical examiners now have the authority to decrease the length of time between re-examinations, at their discretion, if the physical fitness of the applicant indicates this precaution.

In view of the foregoing, notice is hereby given that it is proposed to revise Part 29 and amend Part 43 of the Civil Air Regulations:

1. By revising Part 29 to read as follows:

PART 29—MEDICAL CERTIFICATES

Sec.

29.1 Issuance of medical certificates.

29.2 First class.

29.3 Second class.

29.4 Third class.

29.5 Physical deficiencies.

§ 29.1 *Issuance of medical certificates.* A medical certificate of the appropriate class shall be issued by the Administrator or his authorized representative to an applicant who meets the physical requirements prescribed in this part.

§ 29.2 *First class—(a) Vision.* Applicant shall have:

(1) A visual acuity in each eye without correction of at least 20/30, or a visual acuity in each eye without correction of at least 20/60 correctable to 20/30 in which case the applicant must wear correcting lenses while exercising the privileges of his certificate.

(2) Normal fields of vision.

(3) The ability to distinguish aviation signal red, aviation signal green, and white.

(4) An accommodation of at least V=1.00 at 18 inches with or without correction.

(b) *Hearing.* Applicant shall be able to hear the average conversational voice in a quiet room at a distance of 20 feet with each ear: *Provided*, That the applicant may qualify if his hearing loss in either ear is not more than 40 decibels at 256, 512, 1,024, and 2,048 cycles per second, or if he demonstrates that he can hear speech and radio signals against a background noise which represents the masking properties of aircraft cockpit noise.

(c) *General physical condition.* (1) Applicant shall have no organic or functional disease or structural defect or limitation which would interfere with the safe performance of the privileges of his airman certificate. Any significant structural defect or limitation shall be noted on the medical certificate.

Note: A bona fide history of psychosis or epilepsy, or an established diagnosis of diabetes requiring insulin treatment or of coronary heart disease shall be considered disqualifying under this section.

(2) Unless the adjusted maximum readings apply, applicant's reclining blood pressure shall not exceed the maximum readings for his age group, as indicated in the following table. The adjusted maximum readings shall apply to any applicant, age 30 years or more, whose reclining blood pressure exceeds the maximum readings for his age group and whose cardiac and kidney conditions, after complete cardiovascular examination, are shown to be normal.

Age group	Maximum readings (reclining blood pressure in mm.)		Adjusted maximum readings (reclining blood pressure in mm.)	
	Systolic	Diastolic	Systolic	Diastolic
20-29.....	140	88	-----	-----
30-39.....	145	92	155	98
40-49.....	155	96	165	100
50 and over.....	160	98	170	100

§ 29.3 *Second class—(a) Vision.* Applicant shall have:

(1) A visual acuity in each eye without correction of at least 20/30, or a visual acuity in each eye without correction of at least 20/100 correctable to 20/30 in which case the applicant must wear correcting lenses while exercising the privileges of his certificate.

(2) Normal fields of vision.

(3) The ability to distinguish aviation signal red, aviation signal green, and white.

(4) An accommodation of at least V=1.50 at 18 inches with or without correction.

(b) *Hearing.* Applicant shall be able to hear the average conversational voice in a quiet room at a distance of eight feet with each ear: *Provided*, That the applicant may qualify if his hearing loss in either ear is not more than 50 decibels at 256, 512, 1,024, and 2,048 cycles per second, or if he demonstrates that he can hear speech and radio signals against a background noise which represents the masking properties of aircraft cockpit noise.

(c) *General physical condition.* Applicant shall have no organic or functional disease or structural defect or limitation which would interfere with the safe performance of the privileges of his airman certificate. Any significant structural defect or limitation shall be noted on the medical certificate.

Note: A bona fide history of psychosis or epilepsy, or an established diagnosis of diabetes requiring insulin treatment or of coronary heart disease shall be considered disqualifying under this section.

§ 29.4 *Third class—(a) Vision.* Applicant shall have:

(1) A visual acuity in each eye without correction of at least 20/40, or a visual acuity in each eye without correction of at least 20/400 correctable to 20/40 in which case the applicant must

wear correcting lenses while exercising the privileges of his certificate.

(2) The ability to distinguish aviation signal red, aviation signal green, and white.

(b) *Hearing.* Applicant shall be able to hear the spoken voice at four feet.

(c) *General physical condition.* Applicant shall have no organic or functional disease or structural defect or limitation which would interfere with the safe performance of the privileges of his airman certificate. Any significant structural defect or limitation shall be noted on the medical certificate.

Note: A bona fide history of psychosis or epilepsy, or an established diagnosis of diabetes requiring insulin treatment or of coronary heart disease shall be considered disqualifying under this section.

§ 29.5 *Physical deficiencies.* (a) A limited medical certificate shall be issued to an applicant who fails to meet the physical standards prescribed for the class of certificate sought if the Administrator finds, through more extensive medical examination, practical test, or otherwise, that the applicant's physical deficiency would not interfere with the safe performance of those privileges of his airman certificate that he is authorized to exercise.

(b) Where the Administrator's finding regarding an individual's physical fitness is based upon a practical test, that individual will not be required to retake such practical test during subsequent physical examinations unless, in the opinion of the Administrator, the individual's physical deficiency has become more pronounced.

2. By amending § 43.41 to read as follows:

§ 43.41 *Medical certificate and renewal.* No person shall pilot an aircraft under authority of a pilot certificate issued by the Administrator unless he has in his personal possession at all times while piloting aircraft a medical certificate or other evidence satisfactory to the Administrator showing that he has met the physical requirements appropriate to his certificate within the following time limits:

(a) *First class—(1) Airline transport pilot privileges.* (i) Under 40 years of age, 2 years.

(ii) 40 years of age and over, 1 year.

(2) *Commercial pilot privileges.* (i) Under 40 years of age, 3 years.

(ii) 40 years of age and over, 2 years.

(3) *Student or private pilot privileges.* (i) Under 40 years of age, 5 years.

(ii) 40 years of age and over, 3 years.

(b) *Second class—(1) Commercial pilot privileges.* (i) Under 40 years of age, 3 years.

(ii) 40 years of age and over, 2 years.

(2) *Student or private pilot privileges.* (i) Under 40 years of age, 5 years.

(ii) 40 years of age and over, 3 years.

(c) *Third class—(1) Student or private pilot privileges.* (i) Under 40 years of age, 5 years.

(ii) 40 years of age and over, 3 years.

This revision and amendment are proposed under the authority of Title VI of

the Civil Aeronautics Act of 1938, as amended, and may be changed in the light of comments received in response to this notice of proposed rule making.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601-610, 52 Stat. 1007-1012, as amended; 49 U. S. C. 551-560)

Dated at Washington, D. C., February 23, 1956.

By the Bureau of Safety Regulation.

[SEAL] JOHN M. CHAMBERLAIN,
Director.

[F. R. Doc. 56-1538; Filed, Feb. 28, 1956;
8:51 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

Fiscal Service, Bureau of Accounts

[Dept. Circ. 570, Rev. Apr. 20, 1943; 1956, Supp. 128]

NORTHWEST CASUALTY CO.

TERMINATION OF THE AUTHORITY TO QUALIFY AS SURETY ON FEDERAL BONDS

FEBRUARY 24, 1956.

Notice is hereby given that the Certificate of Authority issued by the Secretary of the Treasury to the Northwest Casualty Company, Seattle, Washington, under the provisions of the Act of Congress approved July 30, 1947 (U. S. Code, title 6, secs. 6-13) to qualify as sole surety on recognizances, stipulations, bonds and undertakings permitted or required by the laws of the United States, has been revoked effective midnight December 31, 1955.

Pursuant to the terms of an agreement of merger signed by the directors of both companies and approved by the Insurance Commissioner of the State of Washington September 9, 1955, effective midnight December 31, 1955, the Northwest Casualty Company, Seattle, Washington, has been merged with Northwestern Mutual Fire Association, Seattle, Washington, and has ceased to exist. Further details as to the agreement of merger may be obtained from the Treasury Department, Bureau of Accounts, Washington 25, D. C.

In order that there may be a coordinated record showing the status of outstanding bonds of this company as of this date in favor of the United States, bond-approving officers are requested, upon the receipt of this circular, to examine carefully the records of their offices and report promptly to the Surety Bonds Branch, Bureau of Accounts, Treasury Department, all outstanding bonds accepted by them and executed by the Northwest Casualty Company as surety or co-surety on which the liability of the company has not terminated.

It is also requested that the Surety Bonds Branch be advised as expeditiously as possible as to all facts, in detail, relating to any existing claim, or with respect to the occurrence of any event or the existence of any circumstance which may hereafter result in a claim against the Northwest Casualty Company.

In furnishing the above information bond-approving officers will please give the name of the principal on the bond, the date and penalty of the bond, and

with respect to claims, the nature of the claim, the circumstances out of which it arose, and its status at the time of the report.

Bond-approving officers and other agents of the Government charged with the duty of taking bonds, recognizances, stipulations or undertakings should proceed immediately to secure new bonds, where necessary, with acceptable sureties, in lieu of bonds executed by the Northwest Casualty Company.

[SEAL] W. RANDOLPH BURGESS,
Acting Secretary of the Treasury.

[F. R. Doc. 56-1531; Filed, Feb. 28, 1956;
8:49 a. m.]

DEPARTMENT OF DEFENSE

Office of the Secretary of the Air Force

RALPH E. CROSS

NOTICE OF APPOINTMENT AND STATEMENT OF FINANCIAL INTERESTS

In accordance with the provisions of section 302 (a) of Executive Order 10647, notice is hereby given that Mr. Ralph E. Cross, Executive Vice President, Director and Secretary of The Cross Company, Detroit, Michigan, has been appointed as Consultant to the Assistant Secretary of the Air Force (Materiel) for the Fiscal Year 1956, effective 1 February 1956.

Information required by section 302 (b) of the above Executive Order is attached.

Dated: February 21, 1956.

DONALD A. QUARLES,
Secretary.

FEBRUARY 14, 1956.

Mr. JOHN J. McLAUGHLIN,
Administrative Assistant,
Office, Secretary of the Air Force,
Room 4D 887, Pentagon,
Washington, D. C.

DEAR MR. McLAUGHLIN: This replies to your February 1 letter regarding my appointment as a Consultant Without Compensation to the Office of the Secretary of the Air Force.

To comply with the Presidential Executive Order, concerning WOC appointments, I submit the following information:

Name of present employer: The Cross Company, Detroit 7, Michigan.

Title of position: Executive Vice President, Director and Secretary.

This is the only corporation of which I have been an officer or director for the period from July 30, 1955 to date.

During the period July 30, 1955 to September 30, 1955 inclusive, I have owned stocks, bonds, or other financial interests in the following:

The Cross Company.
American Spring of Holly.
Canadian Fund, Inc.
Carolina Power Light.
Chemical Fund, Inc.
Columbia Gas System, Inc.
Gulf Interstate Gas.
Kuhlman Electric Co.
LeMaire Tool & Manufacturing Co.
New England Electric System.
Niagara Mohawk Power Co.
Public Service Electric Gas.
Texas Eastern Transmission Corp.
Texas Illinois Natural Gas.
S. D. Warren Co.

During the period from September 30, 1955 to date, I have owned stocks, bonds, or other financial interests in the following additional corporations:

Fidelity Fund, Inc.
Ford Motor Company.
The Gillette Company.
The Hoskins Manufacturing Co.
The Prophet Co.
Peerless Cement Co.
Ranco, Inc.
Wellington Fund, Inc.

and have disposed of my interests in the following corporations:

LeMaire Tool & Manufacturing Co.

This statement constitutes a complete list of all my business interests during the specified periods which are required to be reported under the Presidential Executive Order concerning WOC appointments.

Attached are two signed copies of SAFS FORM 82 "Waiver of Compensation Form".

If you need any additional information to complete my appointment, please let me know.

Yours very truly,

THE CROSS COMPANY,
RALPH E. CROSS,
Executive Vice President.

[F. R. Doc. 56-1512; Filed, Feb. 28, 1956;
8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Forest Service

MALHEUR NATIONAL FOREST

REMOVAL OF TRESPASSING HORSES

Whereas a number of horses are trespassing and grazing in the Bear Valley Ranger District, on the Murderers Creek, Rosebud, and Aldrich Allotments, of the Malheur National Forest, in Grant County, State of Oregon; and

Whereas these horses are consuming forage needed for permitted livestock, are causing extra expense to established permittees, and are injuring national-forest lands;

Now, therefore, by virtue of the authority vested in the Secretary of Agriculture by the Act of June 4, 1897 (30 Stat. 35; 16 U. S. C. 551), and the Act of February 1, 1905 (33 Stat. 628; 16 U. S. C. 472), the following order is issued for the occupancy, use, protection, and administration of land in the Murderers Creek, Rosebud, and Aldrich Allotments of the Bear Valley Ranger District in the Malheur National Forest:

Temporary closure from livestock grazing. (a) The Murderers Creek, Rosebud, and Aldrich Allotments, Bear Valley Ranger District, Malheur National Forest, are hereby closed for the period March 15, 1956, to May 31, 1956, to the grazing of horses, excepting those

that are lawfully grazing on or crossing land in such area pursuant to the regulations of the Secretary of Agriculture, or which are used in connection with operations authorized by such regulations, or that are used as riding, pack, or draft animals by persons traveling over such land.

(b) Officers of the United States Forest Service are hereby authorized to dispose of, in the most humane manner, all horses found trespassing or grazing in violation of this order.

(c) Fifteen days' notice of intention to dispose of such horses shall be given by posting notices in public places or advertising in a newspaper of general circulation in the locality in which the Malheur National Forest is located.

Done at Washington, D. C., this 24th day of February 1956. Witness my hand and the seal of the Department of Agriculture.

[SEAL]

E. L. PETERSON,
Assistant Secretary.

[F. R. Doc. 56-1549; Filed, Feb. 28, 1956;
8:52 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

FJELL LINE JOINT SERVICE ET AL.

NOTICE OF AGREEMENTS FILED FOR APPROVAL

Notice is hereby given that the following described agreements have been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

(1) Agreement No. 7763-4, between the carriers comprising the Fjell Line joint service, modifies approved joint service agreement (No. 7763) to include ports on the St. Lawrence Seaway and on the Mediterranean within the trading area thereof. Agreement No. 7763 presently covers the trades between ports of the Great Lakes of the United States and Canada, the St. Lawrence River, Nova Scotia, New Brunswick, Newfoundland, United States Atlantic and Gulf, on the one hand, and ports of the United Kingdom, Iceland and continent of Europe, on the other hand.

(2) Agreement No. 8064, between Flota Mercante Grancolombiana, S. A., and Bull Insular Line, Inc., covers the transportation of cargo under through bills of lading from Ecuador, Colombia and Mexico to Puerto Rico, with transshipment at New York, Baltimore or Philadelphia.

(3) Agreement No. 8067 between the carriers comprising the Fjell Line Joint service and Oranje Lijn (Maatschappij Zeetransport) N. V., covers a sailing and pooling arrangement for a cargo-liner service in the trades between the Great Lakes of the United States and Canada, the St. Lawrence River and Seaway, Newfoundland and the Canadian Maritimes, on the one hand, and the United Kingdom, and ports in the Bordeaux/Hamburg, Scandinavian, and Mediterranean Ranges, on the other hand.

Interested parties may inspect these agreements and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may

submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: February 23, 1956.

By order of the Federal Maritime Board.

[SEAL]

A. J. WILLIAMS,
Secretary.

[F. R. Doc. 56-1529; Filed, Feb. 28, 1956;
8:48 a. m.]

Office of the Secretary

TERRY B. MARTIN

REPORT OF APPOINTMENT AND STATEMENT OF FINANCIAL INTERESTS

Report of appointment and statement of financial interests required by section 710 (b) (6) of the Defense Production Act of 1950, as amended.

Report of Appointment

1. Name of appointee: Mr. Terry B. Martin.
2. Employing agency: Department of Commerce, Business and Defense Services Administration.
3. Date of appointment: February 15, 1956.
4. Title of Position: Director, Electrical Equipment Division.
5. Name of private employer: Square D Company.

CARLTON HAYWARD,
Director of Personnel.

Statement of Financial Interests

6. Names of—
Any corporations of which the appointee is an officer or director or within 60 days preceding appointment has been an officer or director, or in which the appointee owns or within 60 days preceding appointment has owned any stocks, bonds, or other financial interests; any partnerships in which the appointee is, or within 60 days preceding appointment was, a partner; and any other businesses in which the appointee owns, or within 60 days preceding appointment has owned, any similar interest.

Bank deposits.
Square D. Company.
Southern Co.
Texas Eastern Transmission Co.
Texas Gas Transmission Co.
Savings and Loan Deposits.
Chicago, Rock Island and Pacific RR Co.
Sunray Oil Co.

Dated: February 20, 1956.

TERRY B. MARTIN.

[F. R. Doc. 55-1533; Filed, Feb. 28, 1956;
8:50 a. m.]

WILLIAM L. SANDSTON

REPORT OF APPOINTMENT AND STATEMENT OF FINANCIAL INTERESTS

Report of appointment and statement of financial interests required by section

710 (b) (6) of the Defense Production Act of 1950, as amended.

Report of Appointment

1. Name of appointee: William L. Sandston.
2. Employing agency: Department of Commerce, Business and Defense Services Administration.
3. Date of appointment: January 27, 1956.
4. Title of position: Chief, Business Research & Analysis Branch.
5. Name of private employer: Armco Steel Corporation.

CARLTON HAYWARD,
Director of Personnel.

Statement of Financial Interests

6. Names of—
Any corporations of which the appointee is an officer or director or within 60 days preceding appointment has been an officer or director, or in which the appointee owns or within 60 days preceding appointment has owned any stocks, bonds, or other financial interests; any partnerships in which the appointee is, or within 60 days preceding appointment was, a partner; and any other businesses in which the appointee owns, or within 60 days preceding appointment has owned, any similar interest.

Armco Steel Corp.
Savings and Loan Shares.
Bank deposits
Credit Union.

Dated: February 8, 1956.

WILLIAM L. SANDSTON.

[F. R. Doc. 56-1534; Filed, Feb. 28, 1956;
8:50 a. m.]

IRVING P. MACAULEY

REPORT OF APPOINTMENT AND STATEMENT OF FINANCIAL INTERESTS

Report of appointment and statement of financial interests required by section 710 (b) (6) of the Defense Production Act of 1950, as amended.

Report of Appointment

1. Name of appointee: Irving P. Macauley.
2. Employing agency: Department of Commerce, Business and Defense Services Administration.
3. Date of appointment: February 13, 1956.
4. Title of position: Director, Aluminum & Magnesium Division.
5. Name of private employer: Retired from Reynolds Metals Company as full time employee, but retained as a Consultant.

CARLTON HAYWARD,
Director of Personnel.

Statement of Financial Interests

6. Names of—
Any corporations of which the appointee is an officer or director or within 60 days preceding appointment has been an officer or director, or in which the appointee owns or within 60 days preceding appointment has owned any stocks, bonds, or other financial inter-

ests; any partnerships in which the appointee is, or within 60 days preceding appointment was, a partner; and any other businesses in which the appointee owns, or within 60 days preceding appointment has owned, any similar interest.

Reynolds Metals Company.
Eskimo Equipment Company.
Reynolds Aluminum Service Corp.
Reynolds Corporation.
Reynolds Research Corporation.
Reynolds Sales Company.
United States Foli Company.
Bank Deposits.
Hartford Electric Light.
Delaware Power & Light Company.
A. T. & T.
Bridgeport Hydraulic.
Robert Shaw Fulton Controls.
Richmond Radiator Company.

Dated: February 21, 1956.

I. P. MACAULEY.

[F. R. Doc. 56-1535; Filed, Feb. 28, 1956;
8:50 a. m.]

JAMES F. REID, Sr.

REPORT OF APPOINTMENT AND STATEMENT OF FINANCIAL INTERESTS

Report of appointment and statement of financial interests required by section 710 (b) (6) of the Defense Production Act of 1950, as amended.

Report of Appointment

1. Name of appointee: James F. Reid, Sr.
2. Employing agency: Department of Commerce, Business and Defense Services Administration.
3. Date of appointment: February 9, 1956.
4. Title of position: Consultant.
5. Name of private employer: Timken Roller Bearing Co., Canton, Ohio—Production Manager.

CARLTON HAYWARD,
Director of Personnel.

Statement of Financial Interests

6. Names of—
Any corporations of which the appointee is an officer or director or within 60 days preceding appointment has been an officer or director, or in which the appointee owns or within 60 days preceding appointment has owned any stocks, bonds, or other financial interests; any partnerships in which the appointee is, or within 60 days preceding appointment was, a partner; and any other businesses in which the appointee owns, or within 60 days preceding appointment has owned, any similar interest.

Timken Roller Bearing Co.
United States Steel Corp.
Chesapeake & Ohio RR.
United Fruit Co.
Bank account.
Rental property.
General Motors.

Dated: February 20, 1956.

JAMES F. REID, Sr.

[F. R. Doc. 56-1536; Filed, Feb. 28, 1956;
8:50 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-1964]

TEXAS EASTERN TRANSMISSION CORP.

NOTICE OF ORDER PERMITTING WITHDRAWAL OF PETITION

FEBRUARY 21, 1956.

Notice is hereby given that on February 20, 1956, the Federal Power Commission issued its order adopted February 8, 1956, permitting withdrawal of petition to amend order in the above-entitled matter.

[SEAL]

LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56-1520; Filed, Feb. 28, 1956;
8:46 a. m.]

[Docket No. G-2306 etc.]

AMERICAN LOUISIANA PIPE LINE CO. ET AL. ORDER FIXING DATE FOR ORAL ARGUMENT AND FOR FILING BRIEFS

In the matters of American Louisiana Pipe Line Company, Docket No. G-2306; Texas Gas Transmission Corporation, Docket No. G-2311; Michigan Wisconsin Pipe Line Company, Docket No. G-2327; Michigan Consolidated Gas Company, Docket No. G-2328; Lincoln Natural Gas Company, Inc., Docket No. G-9270; Illinois Power Company, Docket No. G-9293; City of Aledo, Illinois, Docket No. G-9620; Ohio Valley Gas Corporation, Docket No. G-9697.

Pursuant to notice issued October 31, 1955, hearings in the consolidated proceedings Docket Nos. G-2306, G-2311, G-2327 and G-2328 were set to resume on December 7, 1955 with respect to the following matters as specified in the Commission's Opinion No. 276 and accompanying order issued October 1, 1954:

B (ii) The deliveries and sale of gas to be made by American Louisiana, together with the question of the authorization of the 117 miles of 22-inch line [extending from Payne, Ohio to Bridgman, Michigan] * * *

(D) Hearings on the applications of Michigan Wisconsin Pipe Line Company, Docket No. G-2327, and Michigan Consolidated Gas Company, Docket No. G-2328, together with all petitions seeking gas service from American Louisiana and Michigan Wisconsin in these proceedings and the matters specifically reserved for further disposition in American Louisiana Pipe Line Company, Docket No. G-2306 * * *

By the notice issued October 31, 1955, the proceedings in Docket Nos. G-9270 and G-9293 were consolidated for purposes of hearing with the proceedings in Docket Nos. G-2306, G-2311, G-2327 and G-2328. Subsequently, by order issued December 6, 1955, the proceedings in Docket Nos. G-9620 and G-9697 were consolidated for purposes of hearing with the other proceedings enumerated hereinbefore. The hearings in the consolidated proceedings commenced on December 7, 1955, and, except for two short recesses have continued since that time.

During the course of the hearing, Counsel for Applicants, American Louisiana Pipe Line Company and Michigan Wisconsin Pipe Line Company, orally

moved on the record of February 8, 1956, as follows:

(1) That the record of these proceedings commencing on December 7, 1955, be certified to the Commission for the purpose of determining three things:

(a) The allocation to be made of American Louisiana's gas between Michigan-Wisconsin Pipe Line Company and Michigan Consolidated Gas Company;

(b) The authorization of the 22-inch line proposed to be constructed by American-Louisiana from Payne, Ohio to Bridgman, Michigan;

(c) The authorization of the facilities to be constructed by Michigan-Wisconsin to meet the additional requirements of the markets presently served by its present customers.

* * * the intermediate decision procedure be waived, and that oral argument be heard on the [se] matters * * * specified by the Commission at the earliest convenient date, with the opportunity to all parties who desire to do so, to file briefs a few days before argument.

Counsel for the Applicants, American Louisiana Pipe Line Company and Michigan Wisconsin Pipe Line Company, also moved that the hearing be recessed pending the Commission's determination of the motion for omission of the intermediate decision procedure and determination of the other questions hereinbefore specified.

All parties participating at the hearing were afforded opportunity to be heard on the foregoing motions.

The motion for omission of the intermediate decision procedure has been reported to the Commission for consideration by the Presiding Examiner. The Presiding Examiner also has reported to the Commission an appeal from his ruling denying the motion for recess pending determination of the motion for omission of the intermediate decision procedure.

On February 15, 1956, the Commission directed the Secretary to advise the Presiding Examiner as follows:

The Commission has before it the requests for separation of part of the proceeding on the application of American Louisiana Pipe Line Company et al., in Docket Nos. G-2306 et al., and for waiver of the intermediate decision procedure and the appeal from the Presiding Examiner's refusal to recess the hearing.

The Commission desires the hearing recessed at this time and as soon as convenient will hear oral argument on the motions to sever and to waive the intermediate procedure. The hearing should be recessed to be resumed upon further order of the Commission.

We are of the opinion that it would be in the public interest to hear oral argument upon the motions of American Louisiana Pipe Line Company and Michigan Wisconsin Pipe Line Company for determination of:

(1) Whether authorization to serve the additional requirements of the markets presently served by Michigan Wisconsin's sixteen utility company customers should be considered separately and apart from the matter of service to utility companies, markets or territories presently not receiving service from Michigan Wisconsin Pipe Line Company or American Louisiana Pipe Line Company; and

(2) The motion of American Louisiana Pipe Line Company and Michigan Wisconsin Pipe Line Company for omission of the intermediate decision procedure.

Wherefore, in view of the foregoing, the Commission orders:

(A) Decision on Applicant's request for omission of the intermediate decision procedure is hereby deferred without prejudice to such future disposition thereof as may be made after briefs have been filed and oral argument has been heard by the Commission.

(B) For the purposes of hearing oral argument on the matters of fact and law presented by the questions hereinbefore enumerated and specified, and pending determination thereof, the Presiding Examiner is hereby directed to certify forthwith to the Commissioner the record in these proceedings covering those sessions of the hearing held between December 7, 1955, and February 9, 1956; this certification, however, is to be without prejudice to such further order or orders as the Commission may issue in such proceedings.¹

(C) Briefs of all parties shall be filed on or before March 14, 1956. Only those parties who file briefs on or before the date fixed herein shall be heard in oral argument.

(D) Oral argument be held before the Commission on March 20, 1956 at 10:00 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C.

(E) Any party to the proceedings filing a brief and desiring to participate in oral argument shall notify the Secretary of the Commission on or before March 9, 1956, of such intention and of the amount of time requested for the presentation of such argument.

Adopted: February 15, 1956.

Issued: February 23, 1956.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56-1519; Filed, Feb. 28, 1956;
8:46 a. m.]

[Docket No. G-9558]

EAST TENNESSEE NATURAL GAS CO.

NOTICE OF APPLICATION AND DATE OF
HEARING

FEBRUARY 21, 1956.

East Tennessee Natural Gas Company (Applicant), a Tennessee corporation, with its principal place of business in Knoxville, Tennessee, filed an application on October 25, 1955, for a certificate of public convenience and necessity, pursuant to section 7 of the Natural Gas Act, authorizing it to construct and operate certain facilities, as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in its application

which is on file with the Commission and open for public inspection.

Applicant proposes to construct and operate certain loop lateral facilities to enable it to adequately serve increasing demands for gas during peak periods of the towns of Cleveland, Etowah, and Sweetwater, Tennessee.

Applicant states that it proposes to loop entirely three of its existing transmission laterals serving the natural gas needs of the towns hereinbefore named.

Service to these three towns is being rendered to the Cleveland Natural Gas Company, City of Etowah, and City of Sweetwater, respectively, for resale in those towns.

Applicant states that it proposes construction and operation of pipeline additions as follows:

(1) 3.75 miles of 6½-inch O. D. pipeline extending from its 12¾-inch mainline to the existing delivery point at Cleveland, Tennessee, thereby looping the existing 4½-inch O. D. lateral between the two points.

(2) 5.76 miles of 6½-inch O. D. pipeline extending from its 12¾-inch mainline to the existing delivery point at Etowah, Tennessee, thereby looping the existing 3½-inch lateral between the two points.

(3) 5.67 miles of 6½-inch O. D. pipeline extending from its 12¾-inch mainline to the existing delivery point at Sweetwater, Tennessee, thereby looping the existing 3½-inch lateral between the two points.

Applicant shows that the existing facilities serving the markets of the three towns named herein are inadequate to meet the estimated future market demands during peak periods and proposes increased deliveries with the operation of facilities proposed herein as follows:

	Peak day requirements Met				
	Actual			Estimated	
	1954	1955	1956	1957	1958
Cleveland.....	1,970	2,753	3,014	3,215	3,447
Etowah.....	615	1,029	1,120	1,220	1,323
Sweetwater.....	859	1,330	1,437	1,534	1,619

Applicant states that the estimated capital cost of all the proposed facilities is \$264,074, with \$64,788 attributed to the Cleveland loop, \$99,432 attributed to the Etowah loop, and \$99,854 attributed to the Sweetwater loop.

Applicant shows it can finance the proposed facilities from current cash on hand.

Applicant further shows that it proposes to serve its existing wholesale customers in the towns herein named under existing Rate Schedules G-1 and I-1 on file with the Commission.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the

Commission's Rules of Practice and Procedure, a hearing will be held on March 26, 1956, at 9:30 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 12, 1956. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56-1521; Filed, Feb. 23, 1956;
8:47 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 7524]

CUBAN COLONIAL AIR EXPRESS CORP.

NOTICE OF HEARING

In the matter of the application of Cuban Colonial Air Express Corporation for a foreign air carrier permit under section 402 of the Civil Aeronautics Act of 1938, as amended, authorizing indirect air transportation between points in the United States and Cuba.

Notice is hereby given pursuant to the Civil Aeronautics Act of 1938, as amended, that a hearing in the above-entitled proceeding is assigned to be held on March 13, 1956, at 10:00 a. m., e. s. t., in Room E-206, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D. C., February 24, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-1540; Filed, Feb. 28, 1956;
8:52 a. m.]

[Docket No. 6594]

PAN AMERICAN WORLD AIRWAYS, INC.;
ACQUISITION OF LINEAS AEREAS COSTARRICENSES, S. A.

NOTICE OF POSTPONEMENT OF ORAL
ARGUMENT

In the matter of the application of Pan American World Airways, Inc., under section 408 of the Civil Aeronautics Act of 1938, as amended, for a determination whether Pan American World Airways, Inc., has acquired con-

¹ The record antedating December 7, 1955, previously has been certified to the Commission by its direction and prior to the issuance of Opinion No. 276 and accompanying order issued October 1, 1954.

trol of Lineas Aereas Costarricenses, S. A., and, if so, for approval of such acquisition.

Notice is hereby given pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, that oral argument in the above-entitled proceeding now assigned to be held on March 7, 1956, is hereby postponed to a date to be later assigned.

Dated at Washington, D. C., February 24, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-1541; Filed, Feb. 28, 1956;
8:52 a. m.]

OFFICE OF DEFENSE MOBILIZATION

[ODM (DPA) Request 19-DPAV-29 (b)]

NOTICE OF WITHDRAWAL OF REQUEST TO PARTICIPATE IN ACTIVITIES OF ARMY ORDNANCE INTEGRATION COMMITTEE ON M48 TYPE FUZES

The Army Ordnance Integration Committee on M48 Type Fuzes formed pursuant to section 708 of the Defense Production Act of 1950, as amended, has completed its mission and has been dissolved. Accordingly, the request published in 17 F. R. 3363, April 15, 1952, to participate in the formation and activities of that Committee in accordance with the "Plan and Regulations of Ordnance Corps Governing the Integration Committee on M48 Type Fuzes," transmitted to and accepted by those companies listed in the above cited FEDERAL REGISTER has been withdrawn. A deletion from the list of members was published in 18 F. R. 5158, August 28, 1953.

The immunity from prosecution under the Federal antitrust laws and the Federal Trade Commission Act heretofore granted to those companies has been likewise withdrawn, except as to those acts performed or omitted by reason of the request which occurred prior to that withdrawal.

(Sec. 708, 64 Stat. 818, as amended; 50 U. S. C. App. Sup. 2158; E. O. 10480, Aug. 14, 1953, 18 F. R. 4939)

Dated: February 23, 1956.

ARTHUR S. FLEMMING,
Director.

[F. R. Doc. 56-1526; Filed, Feb. 28, 1956;
8:48 a. m.]

[ODM (DPA) Request 45-DPAV-42 (c)]

NOTICE OF WITHDRAWAL OF REQUEST TO PARTICIPATE IN ACTIVITIES OF ARMY ORDNANCE INTEGRATION COMMITTEE ON 20MM PROJECTILES AND FUZES

The Army Ordnance Integration Committee on 20MM Projectiles and Fuzes formed pursuant to section 708 of the Defense Production Act of 1950, as amended, has completed its mission and has been dissolved. Accordingly, the request published in 17 F. R. 8371, September 17, 1952, to participate in the formation and activities of that Committee in accordance with the "Plan and

Regulations of the Ordnance Corps Governing the Integration Committee on 20MM Projectiles and Fuzes," transmitted to and accepted by those companies listed in the above cited FEDERAL REGISTER has been withdrawn. Subsequent changes in membership were published in 17 F. R. 10494, November 15, 1952, and 18 F. R. 5655, September 22, 1953.

The immunity from prosecution under the Federal antitrust laws and the Federal Trade Commission Act heretofore granted to those companies has been likewise withdrawn, except as to those acts performed or omitted by reason of the request which occurred prior to that withdrawal.

(Sec. 708, 64 Stat. 818, as amended; 50 U. S. C. App. Sup. 2158; E. O. 10480, Aug. 14, 1953, 18 F. R. 4939)

Dated: February 23, 1956.

ARTHUR S. FLEMMING,
Director.

[F. R. Doc. 56-1527; Filed, Feb. 28, 1956;
8:48 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3441]

MISSISSIPPI POWER CO.

ORDER AUTHORIZING ISSUANCE AND SALE AT COMPETITIVE BIDDING OF BONDS AND PREFERRED STOCK

FEBRUARY 23, 1956.

Mississippi Power Company ("the Company"), a public-utility subsidiary of The Southern Company, a registered holding company, has filed a declaration and amendments thereto pursuant to sections 6 (a) and 7 of the Public Utility Holding Company Act of 1935 ("the act") and Rule U-50 thereunder regarding the following proposed transactions:

The Company proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, \$4,000,000 principal amount of its First Mortgage Bonds, -- percent Series due 1986 ("Bonds") and 40,000 shares of its -- percent Preferred Stock, 1956 Series, par value \$100 per share ("Preferred Stock").

The Bonds will be issued under and secured by an indenture dated as of September 1, 1941, between the Company and Guaranty Trust Company of New York, as Trustee, and indentures supplemental thereto, including a proposed eighth supplemental indenture to be dated as of March 1, 1956. The invitation for bids will specify that the amount to be received by the Company shall not be less than 100 percent nor more than 102.75 percent of the principal amount thereof, and that the interest rate shall be a multiple of $\frac{1}{8}$ of 1 percent.

The invitation for bids for the Preferred Stock will specify that the amount to be received by the Company shall not be less than \$100 per share, nor more than \$102.75 per share (plus accrued dividends), and that the dividend rate shall be a multiple of 4 hundredths of one percent (0.04%).

The net proceeds from the sale of Bonds and Preferred Stock will be ap-

plied toward the construction or acquisition of permanent improvements, extensions and additions to the Company's utility plant which are estimated at \$12,396,205 for 1956.

Declarant represents that the proposed issuance and sale of Bonds and Preferred Stock are not subject to the jurisdiction of any State Commission or of any Federal Commission other than this Commission.

The Company estimates that the fees, commissions and expenses to be incurred by it in connection herewith will aggregate \$62,349 allocated between bonds and preferred stocks as follows:

	Bonds	Preferred
Federal original issue tax.....	\$4,400	\$4,400
Filing fee—Securities and Exchange Commission.....	412	412
Charges of trustee (including counsel).....	3,000	-----
Charges of registrar.....	-----	225
Cost of definitive stock certificates.....	-----	550
Cost of definitive bonds.....	1,650	-----
Printing and preparation of Form U-1, registration statement, financial statements, prospectus, competitive bidding papers, supplemental indenture, etc.....	10,000	10,000
Recording supplemental indenture.....	800	-----
Services of Southern Services, Inc.....	5,000	5,000
Fees of counsel.....	4,500	4,500
Fees of accountants.....	2,000	1,500
Miscellaneous, including telephone and telegraph charges and traveling expenses.....	2,000	2,000
Total.....	33,762	28,537

In addition, the legal fees of counsel for the underwriters, to be paid by the successful bidders, are estimated at \$3,000 in the case of the Bonds and \$3,000 in the case of the Preferred Stock.

Due notice having been given of the filing of said declaration, and a hearing not having been requested or ordered by the Commission, and the Commission finding with respect to the proposed transactions that the applicable provisions of the act and the rules thereunder are satisfied and that no adverse findings are necessary, and deeming it appropriate in the public interest and in the interest of investors and consumers that the declaration as amended be permitted to become effective forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the Act, that said declaration as amended be, and it hereby is, permitted to become effective forthwith, subject to the conditions prescribed in Rules U-50 and U-24.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-1524; Filed, Feb. 28, 1956;
8:47 a. m.]

[File No. 70-3444]

GENERAL PUBLIC UTILITIES CORP.

NOTICE OF FILING OF DECLARATION REGARDING THE ISSUANCE OF SHORT-TERM NOTES TO BANKS

FEBRUARY 23, 1956.

Notice is hereby given that General Public Utilities Corporation ("GPU"), a registered holding company, has filed a

declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("act") and has designated sections 6 (a) and 7 thereof as applicable to the proposed transactions.

All interested persons are referred to the declaration on file in the offices of the Commission for a statement of the transactions therein proposed, which are summarized as follows:

GPU proposes to effect temporary borrowings from time to time, from one or more commercial banks, through issuance of its unsecured notes in an aggregate amount not to exceed \$10,000,000 outstanding at any one time. Each such temporary borrowing will mature ten months from the date effected, will bear interest at the prime rate for commercial borrowings at the date issued, and will be repayable without premium. Any such temporary borrowing may be refunded in part or in whole out of the proceeds of further temporary borrowings of the same character, but no such temporary borrowing will be effected later than December 31, 1956. The proceeds of each such borrowing will be used for investment in one or more of GPU's public utility subsidiaries or to reimburse GPU's treasury for sums directly or indirectly expended therefrom for that purpose.

GPU proposes to supply the common stock equity component of its subsidiaries' 1956 financing programs through these temporary borrowings, and to repay the balance of such temporary borrowings then outstanding out of the proceeds of a GPU common stock financing in the latter part of 1956 or the early part of 1957. This common stock financing, which will be the subject of a subsequent declaration, is proposed to be of sufficient magnitude not only to provide for such repayment but also to provide the additional funds required by GPU in connection with supplying the common stock equity component of its subsidiaries' 1957 financing programs.

GPU agrees that when it shall have exhausted the authority sought in this declaration to effect borrowings and re-borrowings and if it shall have failed to obtain through a common stock financing in 1957 the requisite funds with which to repay the balance of the borrowings and re-borrowings then outstanding pursuant to the authority granted on the basis of this declaration, GPU will not seek authority from the Commission to issue debt securities on the basis of section 7 (c) (2) (A) of the act for the purpose of refunding, extending or discharging such outstanding balance of borrowings and re-borrowings.

Before this declaration becomes effective GPU proposes to prepay all borrowings effected by it pursuant to this Commission's order dated March 8, 1955 (Holding Company Act Release No. 12814). At December 31, 1955 the outstanding amount of such borrowings amounted to \$1,900,000 and will be repaid out of cash available from operations or out of the proceeds of short-term borrowings effected by GPU pursuant to its exempt borrowing capacity under the first sentence of section 6 (b) of the act.

The declaration states that no State

commission and no Federal commission other than this Commission has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than March 9, 1956, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said filing which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, the declaration, as filed or as it may hereafter be amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100 or take such other action as it may deem appropriate.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-1525; Filed, Feb. 28, 1956;
8:48 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 101]

MOTOR CARRIER APPLICATIONS

FEBRUARY 24, 1956.

Protests consisting of an original and two copies to the granting of an application must be filed with the Commission within 30 days from the date of publication of this notice in the FEDERAL REGISTER and a copy of such protest served on the applicant. Each protest must clearly state the name and street number, city and state address of each protestant on behalf of whom the protest is filed (49 CFR 1.240 and 1.241). Failure to seasonably file a protest will be construed as a waiver of opposition and participation in the proceeding unless, an oral hearing is held. In addition to other requirements of Rule 40 of the general rules of practice of the Commission (49-CFR 1.40), protests shall include a request for a public hearing, if one is desired, and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests containing general allegations may be rejected. Requests for an oral hearing must be supported by an explanation as to why the evidence cannot be submitted in forms of affidavits. Any interested person, not a protestant, desiring to receive notice of the time and place of any hearing, pre-hearing conference, taking of depositions, or other proceeding shall notify the Commission by letter or telegram within 30 days of publication of this notice in the FEDERAL REGISTER. Except when circumstances require immediate action, an application for approval, under section 210a (b) of the Act, of the temporary operations of

Motor Carrier properties sought to be acquired in an application under section 5 (2) will not be disposed of sooner than 10 days from the date of publication of this notice in the FEDERAL REGISTER. If a protest is received prior to action being taken, it will be considered.

APPLICATIONS OF MOTOR CARRIERS OF PROPERTY

No. MC 263 Sub 80 (amended) published on Page 879, issue of February 8, 1956, filed January 25, 1956, GARRETT FREIGHTLINES, INC., 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, P. O. Box 1554, Boise, Idaho. For authority to operate as a common carrier, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, (1) between Huntington, Oreg., and Hells Canyon Dam Site (near Homestead), Oreg., and points within 5 miles of said site: from Huntington over unnumbered highway in a northerly direction to Brownlee Dam Site, thence over same unnumbered highway in a northerly direction to Ox Bow Dam Site, thence over same unnumbered highway in a northerly direction to Hells Canyon Dam Site, and return over the same route, serving the intermediate or off-route points of Brownlee and Ox Bow Dam Sites and points within 5 miles of said sites; (2) between Baker, Oreg., and Hells Canyon Dam Site (near Homestead) Oreg., and points within 5 miles of said site: from Baker over Oregon Highway 86 to Robinette, thence over unnumbered highway in a northerly direction to Brownlee Dam Site, thence over same unnumbered highway in a northerly direction to Ox Bow Dam Site, thence over same unnumbered highway in a northerly direction to Hells Canyon Dam Site, and return over the same route, serving the intermediate or off-route points of Brownlee and Ox Bow Dam Sites and points within 5 miles of said sites; (3) between Fruitland, Idaho and Hells Canyon Dam Site (near Homestead), Oreg., and points within 5 miles of said site: from junction U. S. Highways 30 and 95 near Fruitland over U. S. Highway 95 to Cambridge, Idaho, thence over unnumbered highway in a northwesterly direction to Brownlee Dam Site, thence over same unnumbered highway in a northerly direction to Ox Bow Dam Site, thence over same unnumbered highway in a northerly direction to Hells Canyon Dam Site, and return over the same route, serving the intermediate or off-route points of Brownlee and Ox Bow Dam Sites and points within 5 miles of said sites; and (4) between Fruitland, Idaho and Brownlee Dam Site (near Homestead), Oreg., and points within 5 miles of said site: from junction U. S. Highways 30 and 95 near Fruitland over U. S. Highway 95 to Council, Idaho, thence over unnumbered highway in a northwesterly direction to Cuprum, Idaho; thence over same unnumbered highway to Brownlee Dam Site, and return over the same

route, serving the intermediate or off-route points of Ox Bow and Hells Canyon Dam Sites and points within 5 miles of said sites. Applicant is authorized to conduct operations in Idaho, Montana, California, Utah, Oregon, Nevada, New Mexico and Colorado.

No. MC 1124 Sub 128, filed February 3, 1956, HERRIN TRANSPORTATION COMPANY, A CORPORATION, 2301 McKinney Avenue, Houston, Texas. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Texas. For authority to operate as a *common carrier*, transporting: *General commodities, including Class A and B explosives, commodities of unusual value and commodities requiring special equipment*, but excluding livestock, household goods, as defined by the Commission, and commodities in bulk, serving West Memphis, Ark., as an intermediate point in connection with applicant's regular-route operations between Memphis, Tenn., and Little Rock, Ark. Applicant is authorized to conduct operations in Louisiana, Texas, Oklahoma, Tennessee and Arkansas.

No. MC 1263 Sub 9, filed February 1, 1956, J. H. McCARTY, doing business as J. H. McCARTY TRUCK LINE, Trenton, Mo. Applicant's attorney: Carl V. Kretsinger, Suite 1014-18 Temple Building, Kansas City 6, Mo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Fresh and frozen meats*, from Ottumwa, Des Moines, Waterloo and Dubuque, Iowa, and Omaha, Nebr., to Trenton, Mo. and (2) *canned goods* from Trenton, Mo. to the above points and to Natural Storage Cave, near Loring, Kans.

No. MC 33925 Sub 6, filed January 30, 1956, WATERVILLE TRANSFER COMPANY, INCORPORATED, Waterville, Wash. Applicant's attorney: Ned W. Kimball, Waterville, Wash. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Wenatchee, Wash., and junction unnumbered highway and Washington Highway 10-B, from Wenatchee over U. S. Highway 2 to junction Washington Highway 10-D, thence over Washington Highway 10-D to junction unnumbered highway, thence over unnumbered highway to junction Washington Highway 10-B, and return over the same route, serving the intermediate point of Rocky Roach Dam Site, Wash., located between Wenatchee and Orondo, Wash., and the off-route point of Wells Damsite on the Columbia River located near Beebe, Wash. Applicant is authorized to conduct operations in Washington.

No. MC 35320 Sub 45, filed January 24, 1956, T. I. M. E. INCORPORATED, Box 1120, 2604 Texas Avenue, Lubbock, Tex. Applicant's attorney: W. D. Benson, Jr., Eighth Floor, Lubbock National Bank Building, Lubbock, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission,

commodities in bulk, and those requiring special equipment, serving points located on and within boundaries of the territory bounded as follows: Beginning at Mount Baldy, Calif. Post Office, thence along a straight line drawn northwesterly through junction U. S. Highways 6 and 99 extending to the Los Angeles-Ventura County Line, thence in a southwesterly direction through Malibu Beach, Calif., to the Pacific Ocean, thence southerly and easterly along the shoreline of the Pacific Ocean to Balboa, Calif., thence northeasterly along the line extending from Balboa through Irvine and Silverado, Calif., to the Riverside-Orange County Line, thence northwesterly along a straight line to point of beginning, as off-route points in connection with carrier's regular route operations between Los Angeles, Calif., and El Paso, Tex., over U. S. Highway 99, and between Los Angeles, Calif., and junction California Highway 19 and U. S. Highway 99, over California Highway 19, on the one hand, and, on the other, Montebello, Calif., (the site of T. I. M. E.'s terminal) to be used in connection with its existing routes. RESTRICTION: Restricted however, from serving between the extended area and any point in California.

NOTE: Applicant states the purpose of this application is to enlarge the pickup and delivery zone in and around Los Angeles Harbor Commercial Zone except for service to points in California, and that applicant does not seek duplicate authority as it presently has authority to serve the Los Angeles Commercial Zone and the Los Angeles Harbor Commercial Zone. Applicant is authorized to conduct operations in Arizona, Arkansas, California, New Mexico, Oklahoma, Tennessee and Texas.

No. MC 35396 Sub 12, filed January 26, 1956, ARNOLD LIGON, doing business as ARNOLD LIGON TRUCK LINE, 208 Darby Street, Princeton, Ky. Applicant's attorney: Robert M. Pearce, 711 McClure Building, Frankfort, Ky. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment: (1) Between Madisonville, and Central City, Ky., from Madisonville over Kentucky Highway 85 to junction Kentucky Highway 81 (near Sacramento, Ky.), thence over Kentucky Highway 81 to junction U. S. Highway 431 at South Carrollton, Ky., thence over U. S. Highway 431 to Central City, and return over same route, serving all intermediate points, and off-route points within three miles of the above-described routes. From junction Kentucky Highways 70 and 85, near Anton, over Kentucky Highway 70 to Central City, and return over the same routes, serving all intermediate points and off-route points within three miles of the described routes; (2) between junction Kentucky Highway 175 and Kentucky Highway 70, at Earles, Ky., and junction Kentucky Highway 175 and U. S. Highway 62 at Graham Station, from Earles over Kentucky Highway 175 to Graham Station and return over same route serving all intermediate

points and off-route points within three miles of the described routes; (3) between Carbondale and St. Charles, Ky., from Carbondale over Kentucky Highway 454 to St. Charles and return over same route, serving all intermediate points and off-route points within three miles of the described route; (4) between Fredonia and Kuttawa, Ky., from Fredonia over U. S. Highway 641 to Kuttawa, and return over same route, serving all intermediate points, and off-route points within three miles of the described route; (5) between junction of Kentucky Highway 56 with U. S. Highway 41-A, near Tilden, Ky., and junction of Kentucky Highway 130 and the Ohio River, from junction Kentucky Highway 56 and U. S. Highway 41-A, over Kentucky Highway 56 to junction Kentucky Highway 130, thence over Kentucky Highway 130 to junction with Ohio River and return over same route, serving all intermediate points and off-route points within three miles of the described routes; (6) between Princeton and Providence, Ky., from Princeton over Kentucky Highway 293 to Providence, and return over same route, serving all intermediate points and off-route points within three miles of the described route; (7) between junction U. S. Highway 62 and U. S. Highway 641 at Kentucky Dam, and junction U. S. Highway 62, and U. S. Highway 68 near Reidland, Ky., from junction of U. S. Highway 62 and U. S. Highway 641 over new U. S. Highway 62 to junction with U. S. Highway 68 near Reidland, and return over the same route, serving all intermediate points and off-route points within three miles of the described route; (8) between Greenville and Hopkinsville, Ky., from Greenville over Kentucky Highway 171 to junction with Kentucky Highway 107 at Kirkmansville, thence over Kentucky Highway 107 to Hopkinsville and return over the same route, serving all intermediate points and off-route points within three miles of the described route, and (9) serving points in Kentucky within ten miles of Henderson, Ky. Applicant is authorized to conduct operations in Indiana, Kentucky, Tennessee, Ohio, Pennsylvania, West Virginia, New York and New Jersey.

No. MC 43442 Sub 10, filed February 16, 1956, TRANSPORTATION SERVICE INC., 1946 Bagley Ave., Detroit 16, Mich. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) serving the site of the Ford Motor Company's Parts & Equipment Division Plant located near Rawsonville, at the intersection of Huron River Drive (Textile Road) and McKean Road in Ypsilanti Township, Washtenaw County, Mich., as an off-route point in connection with applicant's regular-route operations in Michigan, and (2) serving the site of the Ford Motor Company's Lincoln Division Plant located at the intersection of Michigan Highway 218, known as Wixom Road, and unnumbered highway known

as West Lake Drive, north of U. S. Highway 16 in Lyon Township, Oakland County, Mich., as an off-route point in connection with applicant's regular-route operations over U. S. Highway 24 between Detroit and Pontiac, Mich. Applicant is authorized to conduct operations in Michigan and Ohio.

No. MC 50002 Sub 26, filed February 13, 1956, T. CLARENCE BRIDGE AND HENRY W. BRIDGE, doing business as BRIDGE BROTHERS, Anderson & Bridge Streets, Lamar, Colorado. Applicant's attorney: C. Zimmerman, 503 Schweiter Building, Wichita 2, Kansas. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquid fertilizer, liquefied fertilizer, and fertilizer solutions*, in bulk, in tank vehicles, and *dry fertilizer*, in bulk, in hopper-type vehicles, from Etter, Tex., and points within 5 miles of Etter, and points in Huerfano County, Colorado, to points in Kansas, Nebraska, Wyoming, Montana, Utah, Arizona, New Mexico, Texas, Oklahoma and Colorado, restricted against operations between any two points in the same state.

No. MC 52657 Sub 478, (amended), published on page 1058, issue of February 15, 1956, filed February 2, 1956, ARCO AUTO CARRIERS, INC., 91st Street & Perry Avenue, Chicago 20, Ill. Applicant's attorney: Glenn W. Stephens, 121 W. Doty St., Madison, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: (1) *Trailers*, other than those designed to be drawn by passenger automobiles, in initial movements; in truckaway and driveway service, from Richmond, Va., to all points in the United States. (2) *Tractors*, in secondary movements, in driveway service, only when drawing trailers moving in initial driveway service, as described above, from Richmond, Va., to points in Alabama, Arizona, Arkansas, California, Colorado, Georgia, Idaho, Kansas, Louisiana, Maine, Mississippi, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Vermont, Washington, Wyoming, and the District of Columbia. (3) *Truck and trailer bodies*, from Richmond, Va., to all points in the United States. Applicant is authorized to conduct operations in all States in the United States and the District of Columbia.

No. MC 52657 Sub 479 filed February 14, 1956, ARCO AUTO CARRIERS, INC., 91st Street and Perry Avenue, Chicago 20, Ill. Applicant's attorney: Glenn W. Stephens, 121 W. Doty St., Madison, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, other than those designed to be drawn by passenger automobiles, in initial truckaway and driveway service, from Detroit, Mich. and Fayette, Ohio to points in the United States; *tractors*, in secondary driveway service, only when drawing trailers moving in initial driveway service as described above, from Detroit, Mich. and Fayette, Ohio to points in Alabama, Arizona, Arkansas, California, Colorado, Georgia, Idaho, Kansas, Louisiana, Maine, Mississippi, Montana, Nevada, New Hampshire, New Mexico, North

Dakota, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Vermont, Washington, Wyoming, and the District of Columbia. Applicant is authorized to conduct operations throughout the United States.

No. MC 52920 Sub 19, filed February 17, 1956, PACIFIC HIGHWAY TRANSPORT, INC., Sixth Ave. South and Holgate Sts., Seattle, Washington. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Oregon. For authority to operate as a *common carrier*, over irregular routes, transporting: *Class A, B and C explosives*, (1) between Whitmarsh Sliding, Wash., near Anacortes, Wash., on the one hand, and, on the other, Oak Harbor, Wash. and points within 5 miles of Oak Harbor; and (2) between Seattle, Wash. and points within 7 miles of Seattle, on the one hand, and, on the other, Oak Harbor, Wash., and points within 5 miles of Oak Harbor. Applicant is authorized to conduct operations in Washington and Oregon.

No. MC 56082 Sub 13, filed February 15, 1956, DAVIS & RANDALL, INC., Chautauqua Road, Fredonia, N. Y., (also P. O. Box 209, Dunkirk, N. Y.) Applicant's attorney: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N. Y. For authority to operate as a *common carrier*, over irregular routes, transporting: *Malt beverages*, from points in Allegheny County, Pa., to points in New York, and *empty malt beverage containers* on return. Applicant is authorized to conduct regular route operations in New York and Pennsylvania and irregular route operations in New York, Ohio and Pennsylvania.

No. MC 56082 Sub 14, filed February 15, 1956, DAVIS & RANDALL, INC., Chautauqua Road, Fredonia, N. Y., (also P. O. Box 209, Dunkirk, N. Y.) Applicant's attorney: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N. Y. For authority to operate as a *common carrier*, over irregular routes, transporting: *Malt beverages*, from Newark, N. J., and points in the commercial zone thereof, to points in Pennsylvania and New York, and *empty malt beverage containers* on return. Applicant is authorized to conduct regular route operations in New York and Pennsylvania, and irregular route operations in New York, Ohio and Pennsylvania.

No. MC 59570 Sub 6, filed February 15, 1956, HECHT BROTHERS, INC., Lakewood Road, Toms River, N. J. Applicant's attorney: Isadore H. Schwartz, Lehigh Building, S. W. Cor. 4th and Chestnut Streets, Philadelphia 6, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Lime and limestone*, in bulk, and in bags, from Devault, Pa., to points in New Jersey, and points in Sullivan, Ulster, Orange, Rockland, Dutchess, Putnam, Westchester, Nassau and Suffolk Counties, N. Y., and New York, N. Y.

No. MC 61396 Sub 60, filed February 2, 1956, HERMAN BROS. INC., 1215 Farnam Street, P. O. Box 1237, Omaha 2, Nebr. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquid molasses*, in bulk, in tank vehicles, from Nebraska City, Nebr., to points in Iowa and Kansas. Carrier

is not authorized to transport the commodity specified.

No. MC 65106 Sub 3, filed February 10, 1956, MARTIN E. FLEMMING, doing business as M. E. FLEMMING, 1 Washington Street, Brooklyn, N. Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N. Y. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Shortening*, between New York, N. Y., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Passaic and Union Counties, N. J.

No. MC 65697 Sub 28, filed February 9, 1956, THEATRES SERVICE COMPANY, a corporation, 282 Hayden Street, N. W., Atlanta, Ga. Applicant's attorney: R. J. REYNOLDS, JR., 1403 Citizens & Southern National Bank Building, Atlanta 3, Ga. For authority to operate as a *common carrier*, over regular routes, transporting: *Publications*, consigned to or from magazine dealers and distributors, (1) between Atlanta, Ga., and points in Alabama, Tennessee, and Georgia, as follows: From Atlanta over U. S. Highway 78 via Anniston, Ala., to Birmingham, Ala.; From Atlanta to Anniston, Ala., as specified above, thence over U. S. Highway 241 via Gadsden, Ala., to Attalla, Ala., thence over Alternate U. S. Highway 11 to junction U. S. Highway 11, thence over U. S. Highway 11 to Birmingham; From Atlanta to Gadsden, Ala., as specified above, thence over U. S. Highway 11 to Birmingham; From Atlanta over U. S. Highway 29 to Tuskegee, Ala., thence over unnumbered highway to East Tallassee, Ala., thence over Alabama Highway 14 to Wetumpka, Ala., and thence over Alabama Highway 9 to Montgomery, Ala.; From Atlanta to Tuskegee as specified above, thence over U. S. Highway 80 to Montgomery; From Atlanta to Tuskegee as specified above, thence over Alabama Highway 81 to Notasulga, Ala., thence over Alabama Highway 14 to East Tallassee, Ala., and thence to Montgomery as specified above; From Atlanta over U. S. Highway 41 via Murfreesboro, Tenn., to Nashville, Tenn.; From Atlanta to Murfreesboro, Tenn., as specified above, thence over Tennessee Highway 10 to Lebanon, Tenn., and thence over U. S. Highway 70N to Nashville; From Atlanta to Lebanon as specified above, thence over U. S. Highway 70N to junction Tennessee Highway 45, thence over Tennessee Highway 45 to junction U. S. Highway 31E, and thence over U. S. Highway 31E to Nashville; From Atlanta over U. S. Highway 29 to Moreland, Ga., thence over Georgia Highway 41 to Harris, Ga., thence over Georgia Highway 18 to Chipley, Ga., and thence over U. S. Highway 27 to Columbus, Ga.; From Atlanta over Georgia Highway 12 to junction Georgia Highway 11, thence over Georgia Highway 11 to Monroe, Ga., thence return over Georgia Highway 11 to Social Circle, Ga., thence over Georgia Highway 181 to junction Georgia Highway 12, and thence over Georgia Highway 12 to Union Point, Ga.; From Atlanta over Georgia Highway 12 to Union Point; From Atlanta over U. S. Highway 19 to Thomaston, Ga., thence over Georgia Highway 72 to Barnesville, Ga., and

thence over U. S. Highway 41 to Macon, Ga.; From Atlanta over U. S. Highway 41 via Griffin, Ga., to Barnesville, Ga., and thence continuing over U. S. Highway 41 to Macon as specified above; From Atlanta over U. S. Highway 29 to junction Georgia Highway 82, thence over Georgia Highway 82 to Comer, Ga., and thence over Georgia Highway 36 to Elberton, Ga.; From Atlanta over U. S. Highway 29 to Hartwell, Ga.; thence over Georgia Highway 77 to Elberton, Ga.; From Atlanta over U. S. Highway 23 to Gainesville, Ga., thence over U. S. Highway 129 to Jefferson, Ga., and thence over Georgia Highway 15 to Commerce, Ga.; From Atlanta over U. S. Highway 29 to Winder, Ga., thence over Georgia Highway 11 to Jefferson, Ga., and thence to Commerce as specified above; From Atlanta over U. S. Highway 78 to Villa Rica, Ga., thence over Alternate U. S. Highway 78 to Carrollton, Ga., and thence over U. S. Highway 27 to Cedartown, Ga.; From Atlanta over U. S. Highway 78 to Austell, Ga., thence over Georgia Highway 6 to Cedartown; From Atlanta over U. S. Highway 41 to Cass Station, Ga., thence over Georgia Highway 20 to Rome, Ga., thence over Georgia Highway 53 to Calhoun, Ga., thence over U. S. Highway 41 to Dalton, Ga., and thence over U. S. Highway 76 to Chatsworth, Ga.; From Atlanta over U. S. Highway 41 to Calhoun, Ga., and thence to Chatsworth as specified above; From Atlanta over U. S. Highway 78 to Monroe, Ga.; From Atlanta over U. S. Highway 29 to Winder, Ga., thence over Georgia Highway 11 to Monroe, and return over these routes to Atlanta, serving all intermediate points and the off-route points of Ft. McClellan, Riverview, Prattville, Maxwell Field, and Phenix City, Ala., Sewanee, Tenn., and Ft. Benning, Milledale, Porterdale, Mansfield, and Newborn, Ga.; and from Atlanta over U. S. Highway 19 via Albany, Ga., to Thomasville, Ga., thence over U. S. Highway 84 to Donalsonville, Ga., and return to Albany as specified above, thence over Georgia Highway 50 to Dawson, Ga., thence over Georgia Highway 55 to Columbus, Ga., thence over Georgia Highway 22 to Talbotton, Ga., thence over Georgia Highway 41 to Harris, Ga., and thence to Atlanta as specified above, serving all intermediate points; (2) between Chattanooga, Tenn., and Nashville and Knoxville, Tenn., and Rome, Ga., as follows: From Chattanooga over U. S. Highway 41 to Montecagle, Tenn., thence over U. S. Highway 64 to Winchester, Tenn., thence over Tennessee Highway 16 to Shelbyville, Tenn., thence over U. S. Highway 241 to Murfreesboro, Tenn., and thence over U. S. Highway 41 to Nashville; From Chattanooga over U. S. Highway 11 to Knoxville; From Chattanooga over U. S. Highway 11 to Athens, Tenn., thence over Tennessee Highway 39 to Etowah, Tenn., and thence over U. S. Highway 411 to Knoxville; From Chattanooga over U. S. Highway 27 to Rome, and return over these routes to Chattanooga, serving all intermediate points, and the off-route points of Chickamauga and Lindale, Ga.; (3) between Knoxville, Tenn., and Elizabethton and La Follette, Tenn., as follows: From Knoxville over U. S. Highway

11E to Greeneville, Tenn., thence over Tennessee Highway 93 to junction Tennessee Highway 81, thence over Tennessee Highway 81 to junction U. S. Highway 23, thence over U. S. Highway 23 to Kingsport, Tenn., thence over U. S. Highway 23 to Johnson City, Tenn., and thence over Tennessee Highway 67 to Elizabethton; From Knoxville to Kingsport as specified above, thence over U. S. Highway 11W to Bristol, Tenn., thence over U. S. Highway 11E to Johnson City, Tenn., and thence to Elizabethton as specified above; From Knoxville over U. S. Highway 11W via Kingsport, Tenn., to Bristol, Tenn., thence over U. S. Highway 11E to junction U. S. Highway 19E, and thence over U. S. Highway 19E to Elizabethton; From Knoxville over U. S. Highway 11E to Johnson City, Tenn., thence to Elizabethton as specified above; From Knoxville over Tennessee Highway 71 to junction Tennessee Highway 35, thence over Tennessee Highway 35 via Newport, Tenn., to Greeneville, Tenn., thence over U. S. Highway 11E to Tusculum, Tenn., thence over Tennessee Highway 107 to junction Tennessee Highway 81, thence over Tennessee Highway 81 to Erwin, Tenn., thence over U. S. Highway 23 to Johnson City, Tenn., and thence to Elizabethton as specified above; From Knoxville over U. S. Highway 70 to Newport, Tenn., thence to Greeneville, Tenn., as specified above, thence over U. S. Highway 11E to Jonesboro, Tenn., thence over Tennessee Highway 81 to Erwin, Tenn., and thence to Elizabethton as specified above; From Knoxville over U. S. Highway 25W to La Follette, Tenn.; From Knoxville over Tennessee Highway 33 to junction Government Road, thence over Government Road to Coal Creek, Tenn., and thence over U. S. Highway 25W to La Follette; From Knoxville over U. S. Highway 11E to Whitesburg, Tenn., thence over Tennessee Highway 66A to junction Tennessee Highway 66, thence over Tennessee Highway 66 to junction Tennessee Highway 70, thence over Tennessee Highway 70 to Rogersville, Tenn., thence over U. S. Highway 11W to Kingsport, Tenn., thence over U. S. Highway 23 to junction Tennessee Highway 81, thence over Tennessee Highway 81 to Jonesboro, Tenn., thence over U. S. Highway 11E to Johnson City, Tenn., and thence to Elizabethton as specified above, and return over these routes to Knoxville, serving all intermediate points; (4) between Birmingham, Ala., and Florence, Ala., as follows: From Birmingham over U. S. Highway 31 to Decatur, Ala., thence over Alabama Highway 20 to Tusculum, Ala., and thence over U. S. Highway 43 to Florence; From Birmingham over U. S. Highway 78 to Jasper, Ala., thence over Alabama Highway 5 to Phil Campbell, Ala., and thence over U. S. Highway 43 to Florence, and return over these routes to Birmingham, serving all intermediate points, and the off-route point of Cordova, Ala.; and (5) between Montgomery, Ala., and Prattville, Ala.; From Montgomery over U. S. Highway 31 to junction Alabama Highway 14, thence over Alabama Highway 14 to Prattville, and return over the same route, serving all intermediate points. Applicant is authorized to conduct

operations in Alabama, Georgia, and Tennessee.

NOTE: Applicant states: It is not herein seeking authority to change, eliminate or enlarge any of the other commodities that it is authorized to transport and is not seeking to serve any point that it is not presently authorized to serve, and is not seeking to operate over any route that it is not presently authorized to operate over and if the instant application is granted, applicant will merely have the right to transport "publications" instead of "monthly publications" that are consigned to or from magazine dealers and distributors between the same points and over the same routes that applicant is now serving and operating over respectively. Applicant further states that if the authority sought is granted, it is willing to have cancelled the authority presently held and referred to as "monthly publications" to and from magazine dealers and distributors.

No. MC 75531 Sub 2, filed February 16 1956, LENOX TRUCKING, INC., 814 S 7th Street, Hamilton, Ohio. Applicant's attorney: Frederic J. Ball, Ring Building, Washington 6, D. C. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale and retail chain grocery and food business houses and in connection therewith equipment, materials, and supplies used in the conduct of such business houses and unclaimed and unsaleable merchandise thereof, between Cincinnati, Ivorydale, and St. Bernard, Ohio, on the one hand, and, on the other, Ft. Wayne, Ind. and points in that part of Indiana south of U. S. Highway 24.*

NOTE: Applicant states that the purpose of this application is simply to expand the commodity description to meet the needs and requirements of the shipper.

No. MC 87689 Sub 5, filed February 20 1956, INTER-CITY TRUCK LINES LIMITED, 123 Duchess Street, Toronto Ontario, Canada. Applicant's attorney: Rex Eames, 2606 Guardian Building, Detroit 26, Mich. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission commodities in bulk, and commodities requiring special equipment, between points on the International Boundary Line between the United States and Canada near Port Huron, Mich., and Port Huron, Mich.* Applicant is authorized to conduct operations in Michigan and New York.

No. MC 94350 Sub 8, filed February 13 1956, TRANSIT HOMES, INC., 2264 Gratiot Avenue, East Detroit, Mich. Applicant's attorney: Harold G. Hernly 1624 Eye Street, NW., Washington 6 D. C. For authority to operate as a *common carrier*, over irregular routes transporting: *Trailers, designed to be drawn by passenger automobiles, in initial movements, in truckaway service from Terrell, Tex., Loveland, Colo. and points within ten miles of Loveland, Gardena, Calif. and points in Los Angeles County, Calif., Elwood, Ind., and Brookville, Ohio, to Pensacola, Fla., Shreveport, La., El Paso, Tex., and Las Cruces N. Mex.* Applicant is authorized to conduct operations throughout the United States.

No. MC 103993 Sub 63, filed February 17, 1956, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 632 Illinois Bldg., 17 West Market Street, Indianapolis 4, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from points in Louisiana to points in the United States, and *damaged and rejected shipments* of the commodity specified on return movements. Carrier is authorized to conduct operations throughout the United States.

No. MC 103993 Sub 64, filed February 17, 1956, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 632 Illinois Bldg., 17 West Market Street, Indianapolis 4, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from the site of the Atlantic Trailer Corporation located approximately 15 miles east of Baltimore, Md., on U. S. Highway 40, to points in the United States except Mt. Clemens, Detroit and Flint, Mich., and *damaged and rejected shipments* of the commodity specified on return movements. Carrier is authorized to conduct operations throughout the United States.

No. MC 103993 Sub 65, filed February 17, 1956, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 632 Illinois Bldg., 17 West Market Street, Indianapolis 4, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: (a) *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from points in Nebraska (except Fremont, Grand Island, North Bend and Omaha, Nebr.) to points in the United States (except Mt. Clemens, Detroit and Flint, Mich.), and (b) *house trailer undercarriages and component parts of such undercarriages*, from points in the United States to points in Nebraska. Carrier is authorized to conduct operations throughout the United States.

No. MC 103993 Sub 66, filed February 17, 1956, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 632 Illinois Bldg., 17 West Market Street, Indianapolis 4, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Lawton, Okla. and points within ten miles thereof, to points in the United States, and *damaged and rejected shipments* of the commodities specified on return movements. Carrier is authorized to conduct operations throughout the United States.

No. MC 105492 Sub 1, filed February 15, 1956, OAKRIDGE-WESTFIR TRUCK LINES, INC., 375 W. Fourth St., Eugene, Ore. Applicant's attorney: Wm. P. Ellis, 1102 Equitable Bldg., Portland 4, Ore. For authority to operate as a

common carrier, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between Oakridge, Ore. and Klamath Falls, Ore., from Oakridge over Oregon Highway 58 to junction U. S. Highway 97, and thence over U. S. Highway 97 to Klamath Falls, and return over the same route, serving all intermediate points.

No. MC 105553 Sub 25, filed February 15, 1956, C. J. SIMPSON, 4224 West Illinois, P. O. Box 4096, Dallas, Texas. Applicant's attorney: H. L. Smith, Perry-Brooks Building, Austin 1, Texas. For authority to operate as a *common carrier*, over irregular routes, transporting: *Machinery, materials, supplies, and equipment*, incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, between points in Tennessee, on the one hand, and, on the other, points in Arkansas, Kansas, Louisiana, Mississippi, New Mexico, Oklahoma and Texas. Applicant is authorized to conduct operations in Arkansas, Kansas, Louisiana, New Mexico, Oklahoma, Texas, Colorado, Mississippi, Wyoming, Utah, Montana, and Tennessee.

No. MC 107475 Sub 33, filed February 15, 1956, DANCE FREIGHT LINES, INC., 728 National Avenue, Lexington, Kentucky. Applicant's attorney: Allan Watkins, Grant Building, Atlanta 3, Georgia. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction of U. S. Highway 25E and Tennessee Highway 33 at or near Tazewell, Tenn., and Knoxville, Tenn., from junction of U. S. Highway 25E and Tennessee Highway 33 at or near Tazewell, over Tennessee Highway 33, to Knoxville, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Ohio, Georgia, Kentucky, South Carolina, Tennessee and North Carolina.

No. MC 107475 Sub 34, filed February 16, 1956, DANCE FREIGHT LINES, INC., 728 National Avenue, Lexington, Ky. Applicant's attorney: Allan Watkins, Grant Bldg., Atlanta, Ga. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction of dual numbered U. S. Highway 19, 23, and U. S. Highway 25, about 7 miles north of Asheville, N. C. and Johnson City, Tenn., from junction of dual numbered U. S. Highway 19, 23 and U. S. Highway 25 about 7 miles north of Asheville, N. C., over U. S. Highway 23 to Johnson City, Tenn., and return over the same route, serving no intermediate points, and for operating convenience only. Applicant is authorized to

conduct operations in Georgia, Ohio, Tennessee, North Carolina and South Carolina.

No. MC 107892 Sub 4, filed February 8, 1956, F. W. VAN DERBECK, R. D. 1, Woodstown, N. J. Applicant's representative: G. A. Bruestle, S. E. Corner Broad & Spring Garden Streets, Philadelphia 23, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Feed and feed materials* from Seaford, Del., to points in Southern New Jersey, on and South of New Jersey Highway No. 33. Applicant is authorized to conduct operations in Delaware and New Jersey.

No. MC 108214 Sub 2, filed February 10, 1956, JOHN L. MUTH, doing business as MUTH VAN SERVICE, Route 7, Lexington, Ky. Applicant's attorney: Paul H. Mansfield, Security Trust Building, Lexington, Ky. For authority to operate as a *common carrier*, over irregular routes, transporting: *Livestock*, other than ordinary, and in the same vehicle with such livestock, *supplies and equipment* used in the care and exhibition of such livestock, *mascots, and personal effects of their attendants, trainers and exhibitors*, between points in New York, Connecticut, Delaware, Illinois, Maryland, Massachusetts, New Hampshire, New Jersey, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, Kentucky, Ohio, Michigan and the District of Columbia. Applicant is authorized to conduct operations in Ohio, Kentucky, Michigan, Illinois, North Carolina, South Carolina, New York, Vermont, Delaware, New Jersey, Pennsylvania, Maryland, Virginia, Connecticut, Rhode Island, New Hampshire, Massachusetts and the District of Columbia.

No. MC 111611 Sub 13, filed February 7, 1956, NOERR MOTOR FREIGHT, INC., 1000 South Main Street, Lewiston, Pa. Applicant's attorney: Robert H. Shertz, 811-819 Lewis Tower Bldg., 225 South Fifteenth Street, Philadelphia 2, Pa. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, other than scrap brass, and commodities requiring special equipment, (1) between Reedsville, Pa., and Mill Creek, Pa., from Reedsville over Pennsylvania Highway 76 to Mill Creek and return over the same route, serving all intermediate points; and (2) between State College, Pa., and Karthaus, Pa., from State College over Pennsylvania Highway 545 to Bellefonte, thence over Pennsylvania Highway 53 to its junction with Pennsylvania Highway 879, thence over Pennsylvania Highway 879 to the village of Karthaus, and return over the same route, serving off-route points included within the Research Site of the Curtiss-Wright Corporation located generally in those parts of Elk, Cameron and Clearfield Counties, Pa. bounded by a line beginning at Clearfield and extending along Pennsylvania Highway 879 to Moshannon, thence along Pennsylvania Highway 144 to Renovo, thence along U. S. Highway 120 to Driftwood, thence along Pennsylvania Highway 555 to Penfield and thence along

Pennsylvania Highway 153 to Clearfield, serving no intermediate points on the portions of the highways specified except Karthaus and Moshannon. Carrier is authorized to conduct operations in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, Wisconsin and the District of Columbia.

No. MC 111397 Sub 18, filed January 23, 1956, published in the February 8, 1956 issue, page 883, amended, WADE E. DAVIS, doing business as DAVIS TRANSPORT, P. O. Box 539, 2812 Kentucky Ave., Paducah, Ky. Applicant's representative: C. W. Craig, Citizens Bank & Trust Co. Bldg., Paducah, Ky. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from points in Alexander, Pulaski, Johnson, Gallatin, Union, Saline, White, and Williamson Counties, Ill., to points in Illinois, Indiana, Kentucky, Missouri, and Tennessee; (2) from points in Posey, Gibson, Pike, Daviess, Martin, Lawrence, and Jackson Counties, Ind. to points in Kentucky, Illinois, and Indiana; (3) from points in Bollinger, Butler, Cape Girardeau, Stoddard, and Scott Counties, Mo. to points in Arkansas, Kentucky, Illinois, Missouri, and Tennessee. Applicant is authorized to conduct operations in Kentucky, Tennessee, Missouri, and Illinois.

No. MC 112020 Sub 16, filed February 15, 1956, COMMERCIAL OIL TRANSPORT, a corporation, 1030 Stayton Street, Fort Worth, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, and *lubricating oils and greases* in metal cans, in barrels, and in boxes, in less-than-truck-load shipments, when shipped with tank transport loads of bulk petroleum products, from Columbus, Nebr., and points within 10 miles thereof, to points in Adair, Adams, Audubon, Carroll, Cass, Crawford, Fremont, Guthrie, Harrison, Ida, Mills, Montgomery, Monona, Page, Pottawattamie, Sac, Shelby, Taylor and Woodbury Counties, Iowa, and Bennett, Bon Homme, Brule, Clay, Custer, Douglas, Charles Mix, Fall River, Gregory, Haakon, Hutchinson, Jones, Lawrence, Lincoln, Lyman, Meade, Melletoe, Pennington, Shannon, Todd, Tripp, Turner, Union, Washabaugh and Yankton Counties, S. Dak.

No. MC 113779 Sub 34, filed December 27, 1955 (Amended), published January 25, 1956 on page 566, YORK INTERSTATE TRUCKING, INC., 8222 Market Street Road, P. O. Box 9686, Houston 15, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquid commodities*, in bulk, in tank vehicles, as more fully described in the application, between points in Texas, on the one hand, and, on the other, points in Michigan, New Jersey, Ohio and Pennsylvania.

No. MC 114808 Sub 2, filed February 6, 1956, W. C. MOOREHEAD, JR., doing business as MOOREHEAD FREIGHT LINE, P. O. Box 926, North Highway 666, Gallup, N. Mex. Applicant's attorney: Harold O. Waggoner, Simms Bldg., P. O. Box 1035, Albuquerque, N. Mex. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, commodities in bulk, commodities requiring special equipment, household goods as defined by the Commission, materials, supplies and property of motion picture studios, cement, cement building blocks and lumber, and machinery, materials, supplies or equipment incidental to, or used in, the construction, development, operation and maintenance of facilities for the discovery, development and production of natural gas and petroleum, (1) between Gallup, N. Mex., and Zuni, N. Mex., from Gallup over State Highway 32 to the intersection of State Highway 32 to the intersection of State Highway 53, thence over State Highway 53 to Zuni, and return over the same route serving no intermediate points. (2) between Gallup, N. Mex., and Ramah, N. Mex., from Gallup over State Highway 32 to the intersection of State Highway 53, thence over State Highway 53 to Ramah, and return over the same route serving no intermediate points. (3) between Gallup, N. Mex., and Crown Point, N. Mex., from Gallup over U. S. and New Mexico Highway 66 to Thoreau, thence over State Highway 56 to Crown Point, and return over the same route serving no intermediate points. Applicant will transport *empty containers or other such incidental facilities* used in the transporting the commodities specified over the above three routes or return. Applicant is authorized to conduct operations in Arizona and New Mexico.

No. MC 115557 Sub 2, filed February 17, 1956, CHARLES A. McCAULEY, 308 Leasure Way, New Bethlehem, Pa. Applicant's attorney: H. Ray Pope, Jr., Clarion, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Salt*, in bulk, in dump or tank vehicles, from Silver Springs, Wyoming County, N. Y., to points in Clarion, Jefferson, Butler, Armstrong, Beaver, Allegheny, Westmoreland, Cambria, Indiana, Clearfield, Blair, Somerset, Bedford, Washington, and Fayette Counties, Pa.

No. MC 115737, filed December 29, 1955, GLEN BATIE, Norris, S. Dak. Applicant's attorney: Ramon A. Roubideaux, P. O. Box 86, Fort Pierre, S. Dak. For authority to operate as a *common carrier*, over irregular routes, transporting: *Building materials, livestock, livestock and poultry feed, farm machinery and implements*, from points in Minnesota and Iowa, on the one hand, and, on the other, Norris, S. Dak., and points within 35 miles of Norris, including Parmelee, Cedarbutte, Wanamaker, Blackpipe, and Norris, S. Dak., but excluding White River, S. Dak.

No. MC 115738, (corrected) filed December 30, 1955, published on page 567, issue of January 25, 1956, SCHERER

FREIGHT LINES, INC., 424 Madison St., Ottawa, Ill. Applicant's attorney: Carl L. Steiner, 39 South LaSalle St., Chicago 3, Ill. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Such commodities as are dealt in by retail mail order houses or department stores*, in retail delivery service, from Rockford, Ill., to points in Rock, Green and Walworth Counties, Wisconsin, and *damaged, defective, returned, used, repossessed and trade-in merchandise* on return.

NOTE: Applicant is authorized to conduct common carrier operations under MC 21571 and subs thereunder, dual operations under Section 210 may be here involved.

No. MC 115754, filed January 9, 1956, WILLIAM L. PRICKETT, Plainsville, Kans. Applicant's attorney: Erle W. Francis, 214 West Sixth Street, Topeka, Kans. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Beer*, in cases, cartons, packages, barrels, and containers, in truckloads, from St. Paul, Minn., St. Joseph and St. Louis, Mo., and Omaha, Nebr., to Norton, Kans., and *Empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application, on return, together with a *petition to dismiss* and declare operations to be those of a private carrier.

No. MC 115769, filed January 23, 1956, GLEN DAVIDSON, doing business as DAVIDSON OIL COMPANY, Route 1 Park City, Ky. Applicant's attorney: Carroll M. Redford, John Lewis Bldg., Glasgow, Ky. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Crude oil*, from points in Barren, Hart, Allen, Edmonson, Warren, Simpson, Todd, Christian Logan, and Muhlenburg Counties, Ky. to Nashville, Tenn., and *empty containers, or other such incidental facilities*, (not specified) used in transporting the commodities specified in this application, on return, together with a *petition to dismiss* and declare operations to be those of a private carrier.

No. MC 115782, filed January 30, 1956, CLYDE H. VAN METER and NAOMI VAN METER, doing business as CENTRAL CARTAGE CO., 927 E. Minnesota St., Indianapolis, Ind. Applicant's attorney: Robert M. O'Mahoney, 4501 Thrush Drive, Indianapolis, 24, Ind. For authority to operate as a *contract carrier* over irregular routes, transporting: *Packing house products*, as defined by the Commission, from Indianapolis Ind., to points in Indiana, bordered by a line running along the northern boundaries of Newton, Jasper, Pulaski, Fulton, Kosciusko, Whitley and Allen Counties on the north to the junction of the north boundary of Allen County and the Ohio-Indiana border; south along the Ohio-Indiana border to the Kentucky-Indiana border; west along the Kentucky-Indiana border to the Indiana-Illinois border and north along the Indiana-Illinois border to the northern border of Newton County.

No. MC 115791, filed February 3, 1956, WILLIAM, MICHAEL & FRANK SFORZA, doing business as SFORZA BROTHERS, 1143 Sacket Ave., Bronx

61, New York, N. Y. Applicant's attorney: Ross J. DiLorenzo, 50 Court St., Brooklyn 1, N. Y. For authority to operate as a *common carrier*, over regular routes, transporting: *Petroleum products and Cut back asphalt products*, in bulk, in tank vehicles, (1) from Linden, N. J., over U. S. Highway 1-9 to the Holland Tunnel onto Canal Street, east on Canal Street to Broadway, north on Broadway to 21st Street, east on 21st Street to First Avenue, thence north on First Avenue to Bruckner Boulevard in Bronx, N. Y., thence north on Bruckner Boulevard to Zerega Avenue and the Cirillo Bros. Petroleum Co., Inc., Brooklyn, N. Y.; (2) from Linden, N. J., over U. S. Highway 1-9, through the Holland Tunnel onto Canal Street, thence over the Brooklyn Bridge to Flatbush Ave., thence east on Flatbush Ave., to Fourth Ave., thence south on Fourth Ave., to Ninth Street and one block west to Cirillo Bros. Oil Co., Inc., Brooklyn, N. Y.; (3) from Linden, N. J., over U. S. Highway 1-9 through the Holland Tunnel onto Canal Street, thence east on Canal Street, to the Bowery, south on Bowery to the Williamsburg Bridge to Metropolitan Ave., to Filtered Petroleum Co., Inc., Brooklyn, N. Y., and (4) from Linden, N. J., over U. S. Highway 1-9 to the Holland Tunnel, thence through the Holland Tunnel onto Canal Street, thence east on Canal Street over the Brooklyn Bridge to Flatbush Ave., thence over Flatbush Ave., to Atlantic Ave., thence over Atlantic Ave., to Sunrise Highway, thence over Sunrise Highway to Massapequa, Long Island, N. Y., to Massapequa Fuel Co., Inc.

No. MC 115805, filed February 9, 1956, SMITH'S, INC., Cottonwood, Minn. Applicant's attorney: A. R. Fowler, 2288 University Ave., St. Paul 14, Minn. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Fertilizer*, manufactured, in bulk and bags, from Winona, Minn., to points in Iowa and Wisconsin.

No. MC 115814, filed February 16, 1956, DAVID C. PEACHEY and HARRY W. STUART, doing business as PEACHEY and STUART, Belleville, Pa. Applicant's attorney: Albert Houck, 5-W. Market Street, Lewistown, Pa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Condensed milk, ice cream mix, and heavy cream*, from Belleville, Pa., to Audubon and Atlantic City, N. J. and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application on return.

No. MC 115815, filed February 16, 1956, JOHN GEORGE GOLDT, Rt. 1, Box 257, Rogue River, Ore. Applicant's attorney: Raymond J. Salisbury, Dierks Building, Grants Pass, Ore. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Lumber*, from Murphy, Josephine County, Ore., to points in Colusa, Yuba, Yolo, Sacramento, Sonoma, Napa, Marin, Solano, Contra Costa, Alameda, San Mateo, Santa Cruz, Santa Clara, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern Counties, Calif.

No. 40—4

Note: Applicant states he proposes to ship for one shipper only, to-wit: Conifer Wood Products, Inc. of Murphy, Ore.

APPLICATIONS OF MOTOR CARRIERS OF PASSENGERS

No. MC 2880 Sub 10, filed February 20, 1956, SOMERSET BUS CO., INC., Route 22, Mountainside, N. J. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, between the junction of Rahway and South Elmora Avenue in Elizabeth, N. J., and the Newark Airport Interchange in Newark, N. J., from the junction of Rahway and South Elmora Avenues in Elizabeth over South Elmora Avenue to Bay Way Circle, thence over Bay Way Avenue to junction Trenton Avenue, thence over Trenton Avenue to junction Atlantic Street, thence over Atlantic Street to junction access road, thence over access road to the Elizabeth interchange of the New Jersey Turnpike, thence over the New Jersey Turnpike to junction with present route at the Newark Airport interchange of the New Jersey Turnpike in Newark, and return over the same route, serving all intermediate points.

Note: Applicant is authorized to conduct the above operations over an alternate route serving no intermediate points. Applicant is authorized to conduct operations in New Jersey, New York, Pennsylvania, Maryland and the District of Columbia.

No. MC 3647 Sub 197, filed February 15, 1956, PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 80 Park Place, Newark, N. J. For authority to operate as a *common carrier*, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special operations, during racing seasons, from Jersey City and Newark, N. J., to Delaware Park Race Track, Stanton, Del., Pimlico Race Track, Baltimore, Md., Bowie Race Track, Bowie, Md., Laurel Race Track, Laurel, Md., and return. Applicant is authorized to conduct operations in Delaware, Pennsylvania, New Jersey, New York, Maryland, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine.

No. MC 3647 Sub 198, filed February 15, 1956, PUBLIC SERVICE COORDINATED TRANSPORT, 80 Park Place, Newark, N. J. Applicant's attorney: Frederick M. Broadfoot, Public Service Terminal, Newark 1, N. J. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage, express and newspapers* in the same vehicle with passengers, (1) from junction Secaucus Road and U. S. Highway No. 1, North Bergen, N. J., over U. S. Highway 1 to junction Communipaw Avenue, Jersey City, N. J., and (2) from junction U. S. Highway No. 1 and Communipaw Avenue, Jersey City, N. J., over New Jersey Highway No. 440 to Roosevelt Stadium, Jersey City, N. J., and return over the same routes, serving no intermediate points. Applicant is authorized to conduct operations in New Jersey and New York.

No. MC 42626 Sub 32, filed February 10, 1956, VERMONT TRANSIT CO., INC., 343 N. Winooski Ave., Burlington, Vt. Applicant's attorney: L. C. Major, Jr.,

2001 Massachusetts Ave., NW., Washington 6, D. C. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage and express, newspapers and mail* in the same vehicle with passengers, in seasonal operations between May 1 and October 31, inclusive, between Portland, Maine and Old Orchard Beach, Maine, (1) from Portland over U. S. Highway 1 to junction with Maine Highway 9 and thence over Maine Highway 9 to Old Orchard Beach, and (2) from Portland over U. S. Highway 1 to junction Maine Highway 98, thence over Maine Highway 98 to Old Orchard Beach, and return over the same routes, serving all intermediate points, the transportation to be restricted to those buses which either originate or terminate at a point west of the New Hampshire-Vermont State line. Applicant is authorized to conduct operations in Vermont, Massachusetts, New York, and New Hampshire.

No. MC 115542 Sub 1, filed February 13, 1956, J. P. M. DeBOLT, doing business as DeBOLT TRANSIT, 335 East 7th Avenue, Homestead, Pa. Applicant's attorney: Reubin Kaminsky, 410 Asylum St., Hartford, Conn. For authority to operate as a *common carrier*, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in charter operations, beginning and ending in Allegheny County, Pa. and extending to all points in the United States, including the District of Columbia. Applicant is not authorized to transport passengers and their baggage.

APPLICATIONS UNDER SECTION 5 AND 210a (b)

No. MC-F 6049, published in the August 24, 1955, issue of the FEDERAL REGISTER on page 6206. Amendment filed February 20, 1956, to include merger of M & M FAST FREIGHT, INC., into PACIFIC INTERMOUNTAIN EXPRESS CO., for ownership, management, and operation. Application assigned for hearing March 8, 1956, at Seattle, Wash.

No. MC-F 6205. Authority sought for control and merger by THE YOUNGSTOWN CARTAGE CO., 6217 Lonyo Ave., Detroit, Mich., of the operating rights and property of OHIO NORTHERN TRUCK LINE, INC., 750 Andrews Ave., Youngstown, Ohio, and for acquisition by WILLIAM F. WOLFF, also of Youngstown, of control of such operating rights and property through the transaction. Applicants' attorney: John P. McMahon, 44 E. Broad St., Columbus, Ohio. Operating rights sought to be controlled and merged: *General commodities*, with certain exceptions including household goods, as a *common carrier*, over a regular route between Pittsburgh, Pa., and Warren, Ohio, serving certain intermediate and off-route points; *general commodities*, with the above-noted exceptions, over irregular routes, between points in Mercer County, Pa., on the one hand, and, on the other, points in Trumbull and Mahoning Counties, Ohio; *agricultural commodities, farm equipment, farm supplies, dairy products, bottles and containers for dairy products, fresh fruits, vegetables, salt, fertilizer, grain, livestock, metal, metal products, asphalt roofing, cement, prepared roofing ma-*

terials, sheet steel and steel stampings, malt beverages and carbonated beverages, from, to and between points and areas, varying with the commodity transported in Ohio, Michigan, Pennsylvania, Indiana, and New York. THE YOUNGSTOWN CARTAGE COMPANY is authorized to operate in Ohio, Pennsylvania, West Virginia, New York, New Jersey, and Michigan. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6204. Authority sought for purchase by CASE BROTHERS TRUCKING CONTRACTORS, East Highway 82, Gainesville, Texas, of a portion of the operating rights of RAYMOND NYE, 1423 W. 3rd St., Bartlesville, Okla., and for acquisition by W. C. CASE and H. L. CASE, both of Gainesville, of control of such operating rights through the purchase. Applicants' attorney: W. T. Brunson, 508 Leonhardt Bldg., Oklahoma City 2, Okla. Operating rights sought to be transferred: *Oilfield commodities*, as a *common carrier*, over irregular routes, between points in Kansas and Oklahoma. Vendee is authorized to operate in Texas, Oklahoma, Colorado, Wyoming, Utah, and Montana. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6206. Authority sought for control and merger by SPECTOR FREIGHT SYSTEM, INC., 3100 S. Wolcott St., Chicago, Ill., of the operating rights and property of MID-STATES FREIGHT LINES, INC., 5200 S. Pulaski St., Chicago, Ill., and for acquisition by W. STANHAUS and SIMON FISHER, also of Chicago, of control of such operating rights and property through the transaction. Applicant's attorneys: Axelrod, Goodman & Steiner, 39 S. LaSalle St., Chicago 3, Ill., Maurice P. Golden, 33 N. LaSalle St., Chicago 2, Ill., and Reeder, Gislser, Griffin & Dysart, 1012 Baltimore Bldg., Kansas City 5, Mo. Operating rights sought to be controlled and merged: *General commodities*, with certain exceptions, including household goods, as a *common carrier*, over regular routes, including routes between Chicago, Ill., and New York, N. Y., and Boston, Mass., between Silver Creek, N. Y., and Erie, Pa., from Chicago, Ill., to Wichita, Kans., between Burlington, Kans., and Chicago, Ill., and between Ottawa, Kans., and Wichita, Kans., serving certain intermediate and off-route points; numerous routes for operating convenience only; *printed matter*, *dressed poultry*, *rabbits*, *eggs*, *auto parts*, *junk*, *paper*, *paper boxes*, *farm implements*, *farm machinery*, and *parts*, *beer*, *groceries*, *soy bean meal*, *farm machinery*, *fiberglass boxes*, *mine machinery* and *equipment*, *livestock*, *feed*, *building materials*, *hardware*, *oil*, *grease*, and *flour*, from, to and between points, varying with the commodity transported, in Kansas, Iowa, Nebraska, Illinois, Pennsylvania, New York, Massachusetts, New Jersey, New York and Rhode Island; *general commodities*, with certain exceptions, including household goods, over irregular routes, between points within 20 miles of Kansas City, Mo., those within 20 miles of North Kan-

sas City, Mo., and those within 20 miles of Kansas City, Kans., including the points named; *household goods*, as defined by the Commission, between Centerville, Iowa, on the one hand, and, on the other, points in Illinois; *livestock*, *agricultural commodities*, *agricultural implements and parts*, *building materials*, *junk*, *binder twine*, *feed*, *fencing materials*, *furniture*, *iron or steel tanks*, *paint*, *iron or steel pipe or fittings*, *fertilizer*, and *mine machinery and equipment*, from, to or between points and areas, varying with the commodity transported, in Kansas, Missouri, Iowa, and Illinois. SPECTOR FREIGHT SYSTEM, INC., is authorized to operate in Missouri, Massachusetts, Indiana, New Jersey, New York, Pennsylvania, Rhode Island, Illinois, Ohio, Connecticut, Maryland, and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F. R. Doc. 56-1523; Filed, Feb. 28, 1956;
8:47 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 24, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 31729: *Clay—Between points in Southern Territory*. Filed by R. E. Boyle, Jr., Agent, for interested rail carriers. Rates on clay, kaolin or pyrophyllite, carloads, from specified points in Alabama, Florida, Georgia, North Carolina and South Carolina to specified points in Georgia, and South Carolina.

Grounds for relief: Short-line distance formula and circuitry.

Tariff: Supplement 15 to Agent Spaninger's I. C. C. 1491.

FSA No. 31730: *Ammonium sulphate—Houston, Tex., to Florida*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on ammonium sulphate, in bulk, in bags, carloads from Houston, Tex., to Miami, Tampa, and Winter Haven, Fla.

Grounds for relief: Barge-truck competition and circuitry.

Tariff: Supplement 123 to Agent Kratzmeir's I. C. C. 4112.

FSA No. 31731: *Fertilizer and materials—from Lake Charles, La., and Houston, Tex.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on fertilizer and fertilizer materials, compounds, and related commodities, carloads, from Lake Charles, La., and Houston, Tex., to specified destinations in southern territory, Wichita, Kans., St. Louis, Mo., East St. Louis, Ill., and other destinations in Illinois and official territories.

Grounds for relief: Circuitous routes. Tariff: Supplement 122 to Agent Kratzmeir's I. C. C. 4112.

FSA No. 31732: *Iron or steel pipe—Colorado, Kansas, and Wisconsin to the Southwest*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on wrought iron or steel pipe, and related articles, carloads from (1) Minnequa, Colo., and other specified points in Colorado, Milwaukee, Wis., and other specified points in Wisconsin to points in southwestern territory and (2) between points in Kansas, on one hand, and points in southwestern territory, on the other.

Grounds for relief: Short-line distance formula and circuitry.

Tariff: Supplement 24 to Agent Kratzmeir's I. C. C. 4171.

FSA No. 31733: *Lime—Cleburne, Tex., to Natchez, Miss.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on lime (calcium), common, including magnesium lime, hydrated, quick or slack, carloads from Cleburne, Tex., to Natchez, Miss.

Grounds for relief: Circuitous routes. Tariff: Supplement 11 to Agent Kratzmeir's I. C. C. 4155.

FSA No. 31734: *Feed—Pacific Coast points to Eastern points*. Filed by W. J. Prueter, Agent, for interested rail carriers. Rates on animal or poultry feed, carloads from Pacific coast points as described in the application to points in Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, North Dakota, South Dakota, Tennessee and Wisconsin taking specified destination groups.

Grounds for relief: Circuitous routes operating through higher-rated destination groups.

Tariff: Supplement 2 to Agent Prueter's I. C. C. 1574.

FSA No. 31735: *Ores and concentrates—Winter Beach, Fla., to Official and Illinois Territories*. Filed by St. Louis-San Francisco Railway Company, for interested rail carriers. Rates on ilmenite, zircon and zirconium ores, and zirconium concentrates, carloads from Winter Beach, Fla., to Chicago, Ill., St. Louis, Mo., Cleveland, Ohio, Detroit, Mich., and Milwaukee, Wis.

Grounds for relief: Circuitous routes in part west of the Mississippi River.

FSA No. 31736: *Automobile parts—South Greensburg, Pa., to Memphis, Tenn., and New Orleans, La.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on automobile parts, carloads from South Greensburg, Pa., to Memphis, Tenn., and New Orleans, La.

Grounds for relief: Circuitous routes in part west of the Mississippi River.

FSA No. 31737: *Automobile parts—Indianapolis, Ind., to Eastern Points*. Filed by H. R. Hirsch, Agent, for interested rail carriers. Rates on automobile parts, carloads from Indianapolis, Ind., to specified points in Massachusetts, Maryland, New Jersey, New York, Pennsylvania, and Virginia.

Grounds for relief: Carrier competition and circuitry.

FSA No. 31738: *Window glass—West Virginia to Southern points*. Filed by

H. R. Hinsch, Agent, for interested rail carriers. Rates on window glass, other than plate, carloads from Charleston, W. Va., and other specified points in West Virginia to specified points in North Carolina and southern Virginia.

Grounds for relief: Carrier competition and circuitry.

FSA No. 31739: *Potash—Carlsbad and Loving, N. M., to Mississippi*. Filed by The Atchison, Topeka & Santa Fe Railway Company, for interested rail carriers. Rates on potassium (potash), carloads from Carlsbad and Loving, N. M., to Brandon and Lackey, Miss.
Grounds for relief: Circuitous route.

Tariff: Supplement 103 to the Atchison, Topeka & Santa Fe Railway Company tariff I. C. C. 14478.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

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